

Largest Circulation of any Shipping Paper.

# SEAFARING

THE ORGAN OF THE SEAFARING CLASS,  
INCLUDING THE FISHERMEN OF GREAT BRITAIN AND IRELAND.  
A Weekly Newspaper for Seafaring Folk and their Friends.

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## IN THE DOG WATCH.

"Very good idea that of a National Maritime Institution. The thing would be both useful and interesting, but as it originated with SEAFARING, we cannot write it up." So said the editor of a big daily paper to one of his leader-writers who had broached the subject to him. Such are the paltry jealousies of journalism.

A Continental correspondent writes: "Will you kindly insert a note pointing out to Union secretaries of ports from which weekly boats sail to Scandinavian ports the importance of watching such boats for sailors who are weekly imported into England, and make them Union men before they get a chance of joining an English vessel."

So eager are the shipowners' papers to get hold of anything against the Seamen's Union, that no story, however improbable and absurd, seems too tough for them to accept as gospel, and to publish with editorial comment. One day people are asked to believe that the Union men are all thirsting for each other's blood, or for that of their officials, and that the Union is going to pieces. Next day we are told that the Union men are nearly all foreigners. While it is insinuated in crimping circles that the general secretary is himself a foreigner, and the whole thing is a foreign conspiracy to subdue Britain so that Britannia may no longer rule the waves.

In crimping circles it is also gravely told how the general secretary always travels by special train, in a gorgeous saloon car, with an enormous retinue of attendants, and a pomp and state that Eastern Monarchs might envy.

Such ridiculous and malicious lies may be worthy of brutal and ignorant ruffians, as crimps invariably are, but newspapers, even shipowners' newspapers, ought to know that by publishing every silly yarn they hear against the Union, they simply prove how desperately in need they are of something to say against the Union.

To attribute to the shipowners' papers themselves all stories of that sort which they publish would be to credit them with powers of originality of which most of them seem guiltless; so we are inclined to suspect that they are imposed upon by persons who play upon their antipathy to the Union. However that may be, on the very day last week that a shipowners' paper published an

article representing Mr. Friend, of the North of England Sailors' and Firemen's Association, as at daggers drawn with the National Seamen's Union, the present writer happened to be present when Mr. Wilson and Mr. Friend met, and he can bear witness that not only was their meeting cordial on both sides, but that not a word was said by either of any quarrel between the two Societies.

This does not at all fit in with the story that Mr. Friend denounces the National Union for any "unholy alliance," nor for any "cowardly and unfriendly blow," which a shipowners' paper says that he does.

Another shipowners' paper, commenting on the too true story which we recently published, of the brutal behaviour of the Shipping Federation to a poor widow, tries to make out that such a case could not have occurred, because the Federation's Insurance Scheme is not yet in working order. Perhaps it is not in working order; perhaps it never will be; and even if it ever should be, we do not suppose that any person save land sharks or shipowners will derive the least benefit from it. But because a thing does not exist, it by no means follows that people do not believe in it. Although there was no £25 to get, the poor widow believed that there was, consequently her disappointment was as great as if she had been entitled to it and defrauded of it. Moreover, the explanation regarding the insurance scheme does not explain the conduct of the Federation ship's captain, nor of the Federation officials, who, if they could do nothing else for the poor woman, might have at least treated her with the civility due to her sex, even if they were devoid of the sympathy due to her bereavement.

The question of SEAFARING becoming the property of the Sailors' and Firemen's Union shows no sign of being dropped. In fact, we have more letters and suggestions on the subject than we can find room for. Most correspondents maintain that the Union ought to acquire the paper as its own property. Others, again, think that it would be very foolish of the Union to do anything of the kind while a private individual can be found to stand the racket. All of them, however, seem agreed that the services of the present editor should be retained, and some argue that he should be rendered absolutely independent of the Executive and the head office, whether the paper becomes the property of the Union or not.

SEAFARING would obviously lose in power, influence, and circulation if the idea took

root in the minds of seafaring men that the paper was not so much their organ as that of the Executive and the head office, but it will be time enough to settle all this when the question as to the paper becoming the property of the Union shall have been decided.

Under the heading of "The Mariner's Creed," an American paper says:—

The following adaption from Captain Lecky's "Practical Navigation" has been made by Rev. Joseph A. Saxton, of New York, "to be said daily and acted on always":—"L L L L. I understand the four L L L L to be the symbol or sign for four things which I must never neglect, viz: Lead, Log, Latitude, and Lookout. Therefore, I say, use the Lead and the Log, and mind the Latitude and the Lookout. I believe in the Lead, as it warns me against dangers which the eye cannot see. I believe in the Log, as it checks my distance run. I believe in ascertaining the Latitude, as it helps to define my position. I believe in the Lookout, as it warns me against dangers to be seen. The Lead warns against dangers invisible; the Log against false distances; the Latitude helps to define my position; and the Lookout warns against dangers visible. And I earnestly resolve and openly declare, that as I hope to sail my ship in safety on the ocean, as I wish to spare the lives of my fellow creatures at sea, and as I wish to go in safety all my days, so will I steadfastly practise that which I believe. And I hereby warn seamen and tell them that if they neglect any one of these four things, either the Lead, the Log, the Latitude, or the Lookout, they or their fellows will some day surely perish.

It is a pity, as we have too often occasion to say, that many master mariners neglect the lead too much.

## Y ARNS. CLXXI.

### A TIDAL WAVE.

The British bark *Sarah and Emma*, which has arrived at San Francisco from London, had an experience from the latitude of the River Platte till rounding the Horn, which her officers and crew do not wish to have again.

On May 5, the bark was struck by a tidal wave. The sea was perfectly smooth, and hardly a breath of wind stirred, when suddenly the look-out reported a big sea rolling toward the vessel at a terrible speed. This wave struck the ship and threw her on her beam ends, filling the decks with water.

The shock was so great that the masts nearly went over the side. All hands rushed up on deck, thinking the vessel had struck a rock, and most of the crew were thrown to the deck, so violently did the bark roll. Five minutes after she was caught flat aback by a heavy squall. In ten minutes from the time the squall struck

the vessel every stitch of canvas was either blown clean out of the bolt-ropes or hanging in ribbons from the yards. The upper foretopsail-yard was carried away, most of the bulwarks on both sides were gone, the forward capstan torn out of the deck, the cabin door smashed in and the cabins filled with water, while the galley, carpenter shop and paint-locker were completely gutted.

Two of the crew who were sick were washed out of their bunks and almost drowned before assistance reached them. As soon as possible, however, the bark was put before the wind, and so strong was the gale that she was driven through the water at a rate of 12 knots without a single rag of sail on her. This was faster than this vessel, which is over thirty years old, had ever travelled.

Captain Patterson remained at the wheel for over eight hours, while the crew were doing their best to make things snug aloft. All night the terrible seas swept over the crippled bark with such violence that it seemed as if the deck would be fairly crushed in. Life-lines were stretched along the decks, and even then the men had hard work to move around. The gale lasted all through the two following days, accompanied with thunder, lightning, and very heavy rain.

On the morning of the 9th there was a lull in the gale, and this was taken advantage of to send a new topsail yard aloft, but it was found to be very dangerous work, owing to the fearful rolling of the vessel. Hardly had the men finished this work when the gale was renewed with increased force, apparently, and the lower foretopsail was again blown from the bolt ropes.

On the morning of May 12 the foresail, upper foretopsail and inner jib were blown from the gaskets, and torn to ribbons before they could be secured, and the cook and a seaman were almost swept from the deck by a heavy sea. The cabins were then turned into a sail-room, and several of the men set to work repairing and patching the torn sails but again owing to the rolling of the ship very little could be done.

From the 14th to the 20th there was a spell of more moderate weather, and every man on board was kept at work repairing the tattered sails or making new ones. Then from the 20th to the 24th the gale again increased, when it reached the height of a hurricane, when several parts of the already-damaged bulwarks were carried away, the galley, paint and carpenter shops swept clean of everything they contained, and once more the cabin doors were smashed in and the entire after part of the vessel filled with water.

Again, on May 29, the bark was caught in a gale and several more sails blown away. A fearful hurricane began on June 2, which lasted three days, and so badly did the seas sweep over the craft that all hands gathered for safety in the after part of the poop deck, where they remained for over thirty hours, not daring to go forward for fear of being swept overboard.

When the gale subsided the bark was almost a wreck. Not a sail was left that could be set, with the single exception of the main topmast staysail.

On July 18 a seaman named Frederick Flemming, 22 years of age, and a native of Windsor, Nova Scotia, died of consumption. The poor fellow was taken sick soon after leaving London. The remains were kept until sundown of the 19th, and were then buried at sea.

## ALLEGED CRUELTY AT SEA.

Mr. John Gardner, the Union district secretary for Bristol Channel, writes:—Below I append report of four of the crew of a steamer. The facts are so simple that the mere recital of them suffices to prove to the dullest mind that the sufferings of sailors are not fictitious or cooked for the purposes of agitation:—

"We left the Tyne in the s.s. — in the month of April last for Genoa; thence we proceeded to Bombay. While there one of the firemen was taken sick of a fever peculiar to that part of the world at the then season of the year. By all accounts the man asked the captain to be taken ashore, put in hospital, and paid off. This was refused, and a medical man summoned to see him, who gave it as his opinion that the man was not stricken with the fever. The man continued to get worse and became delirious. In spite of this the gentleman who acts, we suppose, as the port's doctor, in giving the ship on leaving a bill of health, stated that the man had a slight touch of fever. About one o'clock in the morning after leaving Bombay the lamp trimmer, on behalf of the men, went aft and requested the captain to have the sick man removed from the fore-castle, as the stench arising from his person was endangering the health and lives of his shipmates. The answer this humane captain gave the lamp-trimmer was that it was too late then to remove him, and that if he were the men he would have the sick man flung out of his bunk and jumped on, as he was only imposing on his mates and always loafing. At 9 o'clock in the morning of that day the sick man was carried unconscious and delirious to the officers' bath-room, and made to lie on the bath, over which were placed some boards. Between his body and the bare boards were laid a blanket and a sheet of canvas. During the day a dose of jalap was administered him by the steward, at the orders of the captain. At half-past four that afternoon the man was dead, and at 7 on the same evening his body was thrust into the sea. This was 2 days after leaving Bombay."

Here follow the signatures of four of the crew.

Mr. Gardner adds: "This report, signed by these men, was handed in by the secretary of the Cardiff Branch to the Board of Trade officials, and the superintendent, with commendable promptitude, immediately took reports from nearly the whole of the crew, and by the time this letter reaches you the whole matter will be in the hands of the department in London. The above statements are so horrible in their cruelty and inhumanity that they are hardly credible, but the men are unvarying in their account and unanimous in their recital. A full investigation is unavoidable, and the crew deserve praise for the manner in which they acted on their arrival in reporting the case to the Union officials, who immediately put themselves in communication with the Board of Trade."

At a meeting of the Dundee Harbour Board it was resolved to take in offers for removing the rocks opposite the west end of the present low-water jetty, so as to give a depth of 14 feet at low water of ordinary spring tides, and the estimated cost of which is from £1,500 to £2,000. Consideration of a proposal by the engineer to extend the jetty 250 feet to the westward, at an expenditure of from £6,000 to £8,000, was, however, deferred.

## BLOOD MONEY.

While it is a fact that the blood money does not come out of the wages the sailor receives, it is also certain that the system of paying a bonus to the party securing his services affects the rate at which he is paid. To illustrate: The boarding-master procures the sailor (an illegal performance in the first place) and depends upon the advance note and a share of the bonus (or blood money) as payment for expenses incurred in procuring and boarding the sailor; and no matter what we may think about the boarding-master's peculiar way of "settling up" with the sailor, it is certain that he has incurred some expense which must be reimbursed. In order to do so the boarding-master dictates the rate of wages in proportion to the scarcity of seamen. Knowing that deep-water sailor's money goes in the direction of the boarding-master, we conclude that the latter is in favour of raising the sailor's wages. But here he is handicapped. The captain and shipping-master claim a share of the blood money and are opposed to reducing it. So the blood money is kept up, and as the boarding-master gets a proportionately large share of the bonus, he consents to dictate a low rate of wages. Thus it will be seen that the blood money system directly affects the sailor's wages.

Of course, the whole business of procuring and shipping seamen, as it is carried on in this port, is illegal—the procurement, the shipping fees and the bonus are each a direct contravention of the law—but, laying aside that consideration, it would appear that the shipowner pays the final reckoning, and we suppose that he is the party on whom the onus of the blood money system lies. At the first glance it looks as if the reduction of the blood money would mean an increase on the credit side of the shipowner's account. However, it is possible that a knowledge of the inside workings of the trade would reveal considerations tending to outweigh the "bonus" item, in the shipowner's mind, at least. And, candidly speaking, we strongly suspect these considerations.—*Coast Seamen's Journal*.

## WHO'S TO BLAME?

At Greenwich on Sept. 4 judgment was delivered in the Board of Trade inquiry respecting the collision which occurred off Dover at about midnight on July 30 last, between the steamship *Godmunding*, of London, and the Norwegian schooner *Lorma*. The collision resulted in the immediate foundering of the sailing vessel and the loss of seven lives. The Court found that the cause of the collision was the unseamanlike handling of the *Godmunding* in not taking proper cautions to avoid the *Lorma* when it was seen that her green light was not altering its bearing, and was satisfied that all reasonable efforts were made by those on board the *Godmunding* to save life, but the *Godmunding* was not navigated with proper and seamanlike care. The Court finds the master of the *Godmunding* in default, and adjudges his certificate to be suspended for six months. The Court considered that the chief mate should be censured for not having taken earlier steps to keep out of the way of the *Lorma* when he was in charge of the steamer. The Court would recommend the Board of Trade to grant the captain a first mate's certificate during his suspension.

The court of inquiry into the wreck of the steamer *Wallarah* on Dassen Island gave its finding at Cape Town, on Aug. 19. The court acquitted the captain of all blame, and attributed the loss of the vessel to strong unknown currents and to a false light on the island, which was mistaken for the Robben Island Light. The court added a rider to its judgment trusting that no time would be lost in erecting a lighthouse on Dassen Island.

## WORKING CARGOES ON SUNDAYS.

Commander W. Dawson, R.N., secretary of the Missions to Seamen, writes:—The newspaper correspondent who telegraphs from Singapore, on September 5, that "The report that the Hong Kong Sunday Labour (*i.e.*, Sunday cargo-working) Ordinance had been disallowed turns out to be erroneous," in contradiction to his telegram of August 29, is quite out of date. For the *China Mail*, of July 31, received by the last mail, gives a speech of H.E. The Administrator to the Legislative Council of Hong Kong, in which he says, "of the Sunday cargo-working ordinance. . . . It has received Her Majesty's Assent and comes into force to-morrow. I consider that nothing but the most extraordinary and urgent circumstances would justify its repeal before its working has decided its merits. . . . All I have seen (against it) is a petition which has been taken round to invite signatures; which has been only with difficulty completed within 2½ months of the ordinance being passed. The result is 240 signatures, a large number of which are those of men who can have little interest in the matter; 26 signatures appear twice in two capacities, and the large firms are not unanimously represented. We hear that a petition is also coming from the Chinese. I have reason to know that very various views are held by them; and, in any case, this is a British Colony, not a Chinese possession, and the seventh day rest is the birthright of an Englishman. On the other hand, I find that petitions in favour of such a law have been received by the Government bearing the signatures of 579 sailors who have been defrauded of that birthright, and 164 residents in this Colony who sympathised with them, a total of 743. I find that in the Treaty ports of China a similar custom to this is practically in force, and it is reserved for the English port of Hong Kong to be the most un-English of them all. I have not seen any arguments which would justify the Government in taking the extreme course which is proposed. The advice having passed this Council and received the Royal Assent, I can be no party to undoing it."

The Hon. Mr. Keswick, of the firm of Messrs. Jardine, Matheson & Co., member of the Legislative Council at Hong Kong, came down from his summer residence two nights before the last mail left, and presided over the weekly evening concert held for the crews in the harbour by the seamen's chaplain, Mrs. Keswick being with him. There were about a hundred seamen and officers present, who welcomed Mr. Keswick very heartily, because, as the head of the leading shipping firm at Hong Kong he had made so strong a stand in the Council in favour of the Sunday cargo-working ordinance, which secures to sailors in Hong Kong the same rights to a weekly day of rest from cargo-work that the law gives them in the United Kingdom and in the larger colonies. The sailors present were determined to show Mr. Keswick how much they valued his unselfish exertions to secure them freedom from unnecessary Sunday work in that harbour, and gave him a very hearty reception.

## THE TRADES UNION CONGRESS.

Under the presidency of Mr. E. Harford the 24th annual meeting of the Trade Union Congress opened on Monday at Newcastle. There was a far greater gathering in point of numbers than at any of those which have preceded it, the workpeople represented numbering over 2,000,000. The Mayor attended in state, and, after heartily welcoming the delegates to the town, invited them all to breakfast with him the next morning. Mr. Burt, M.P., was unanimously elected president for the coming year, and Mr. G. Shipton, of London, vice-president. After a long and rather lively discussion on the mode of voting, Mr. Fenwick, M.P., read the report of the Parliamentary Committee, which, having dealt with the legislative events of the past year, commented with satisfaction on the fact that the organisation of labour continued to make progress. A large meeting was held in Sunderland in the evening, at which Mr. John Burns and others who had been attending the Congress at Newcastle were present. The gathering declared unanimously in favour of an Eight Hours Bill.

The Congress resumed its sittings on Tuesday, the delegates having previously been entertained at breakfast by the mayor. Mr. Burt, M.P., occupied the chair. The first business was the passing of a resolution of sympathy with the carpenters and joiners now on strike in London. The president, in his opening address, said it gave him great pleasure, on behalf of the workmen generally of the North of England, to give the delegates a hearty welcome. Kings, chieftains, leaders of armies, had met in the North of England in deadly strife, but the delegates were met from south, north, and west to build up rather than to destroy. He saw before him the largest and most representative body of trade-unionists that had ever met within the boundaries of this country; he might even say that had ever met anywhere in the civilised world. All honour to the men who had organised these masses. He was glad to see women more largely represented than before, because women needed organisation more than men, and wherever woman did the same work in quality and quantity as man she ought to ask for the same pay, and men ought to support her. He believed that as trade unions grew stronger there would be a diminution rather than an increase of strikes. He did not utter wholesale condemnation of strikes. On the contrary, sometimes the deafness and blindness of Mammon made it necessary for workmen to stop the wheels; but it was an ugly weapon, something like the boomerang. If not skilfully thrown it was apt to come back and wound the thrower. Wherever disputes could be settled by the arbitrament of reason they would be fools—almost criminals—to resort to a strike. If they were unanimous and determined, it was almost impossible to set a limit to what they could accomplish. They were not, however, unanimous. There were differences among them; but their differences were not so much in objects and principles as in details and means. The great dividing line among them was as to the functions of the State. Some were content that existing laws should be enforced, while others would almost support a fundamental change in the whole industrial system to make the State almost sole producer and employer of labour. His own leaning was in the direction of self-help rather than State compulsion. The problem they had to solve was the better distribution of wealth, and they were determined to direct their power to raise humanity to a greater position of material well-being and nobility of character than heretofore. A motion for the adoption of the Parliamentary Committee's report being carried by means of the closure, several delegates protested. There was a long and rather heated discussion on the method of voting; ultimately the Standing Order passed at the Liverpool meeting, to the effect that voting should be by card instead of by show of hands, was suspended for the remainder of this Congress. At the close of the day a resolution was passed reaffirming last year's decision in favour of an eight hours' working day.

At Wednesday's sitting the discussion was resumed on the proposal that the Government should endeavour to bring about an international reduction in the hours of labour to eight per day. On Tuesday evening this had been amplified by the adoption of words affirming the resolution of last year in favour of a legal eight hours day. But the Congress now passed by 242 votes to 158 an amendment that any bill for the reduction of the hours of labour should be of a permissive character. Mr. B. Tillet and others complained that in passing this amendment the Congress stultified itself. After a long discussion Mr. Keir Hardie moved as an amendment to the new resolution that the legal eight hours day should be compulsory in all trades, except where the majority of organised members protested by ballot. This was carried by 275 to 183, and on becoming the substantive motion it was affirmed by 341 to 73.

The proceedings of the Congress were continued on Thursday, the subjects discussed including the extension of the Factories and Workshops Acts, payment of Labour M.P.'s and of returning officers at County Council, School Board, and other elections, Government contracts and trade wages, amendment of Employers' Liability Bill, &c.

The subject of the rights of working men to serve on juries was introduced by Mr. J. H. Wilson (general secretary of the Seamen's and Firemen's Union) who moved the following resolution:—"That the law relating to the empanelling of juries should be so altered and amended as to allow all workmen entitled to vote at Parliamentary elections to become jurymen. That all jurymen should be paid for their services the sum of 10s. per day; and that persons charged with misdemeanour should have the right to object to 20 jurymen, the same as persons charged with felony." He said juries were all empanelled from the middle and upper classes, and the working classes were absolutely ignored. One qualification for jurors was the possession of fifteen windows in one's house, but he had yet to learn that fifteen windows threw light on a man's intelligence. Over 200 men had been convicted of intimidation during the past year, for it was the men whose interests were threatened by the just demands of the workers who sat in judgment over those workers.

Mr. Rudge (Manchester), who seconded the motion, asserted that the working classes had never yet enjoyed the proper privileges under the great Charter.

The resolution was carried.

Mr. Fenwick, M.P., has been re-elected Parliamentary secretary, no other delegate being nominated for the position.

**A SHIP'S CAPTAIN FINED.**—The captain of the *Utopia*, of Aberystwith, was summoned at P. O. on Sept. 3, for allowing his vessel to be landed so as to submerge the derrick. The ship took on board a cargo of coals at Newcastle, and the offence was detected by the Port Customs officers. The Board of Trade pressed for the maximum penalty of £500. The defendant was also summoned for failing to record in the log the ship's draught of water before leaving port. He was fined £7 for both offences.

**WRECK OF THE BARQUE "ELLEN."**—NINE DAYS IN AN OPEN BOAT.—The Australian mail brings intelligence of the foundering of the barque *Ellen*, and of the sufferings of the crew in an open boat for a period of nine days. Only one of the crew of nine, a seaman named Petersen, escaped to tell the story of the fate of the vessel. He landed at Seal Rocks, below Sydney, in the last stage of exhaustion. The boat in which he got ashore was observed making for Seal Rocks Lighthouse. It then had four occupants. Before they could be warned from landing on the surf-beaten shore the boat was caught in the breakers, and three of those in her were thrown into the sea and perished. Petersen stated that he joined the *Ellen* at Newcastle on July 3. Three days after the vessel sailed for Noumea, having on board 723 tons of coal, and Captain Stephen being in command. The barque was favoured with fair weather until July 9, on which day she had made a good offing from the New South Wales Coast, and was fully 200 miles from land. It then commenced to blow a fierce gale, seas deluged the vessel, and she began to leak badly. For three days officers and men worked ceaselessly at the pumps, but the leak increased, and it was then found that the vessel would have to be abandoned, the water being nearly up to the deck. The crew took to the boats at noon on July 12, and an hour later the barque foundered. In their hurry to escape from the sinking ship the crew forgot to bring away any fresh water, and there was only a very poor supply of food in the boat, which was headed up for the coast. Heavy weather was met with, and while one-half of the men pulled, the other half had to bale to keep the boat afloat. This went on for nine days and nights. The captain had hopes of being picked up by a passing vessel, but as after a couple of days no sail appeared he lost heart and died in the boat. The steward also died in the boat, and two sailors were washed overboard by the sea, and had to baffle to their fate. Another seaman in his delirium jumped overboard and was drowned. This left four in the boat—the chief officer, McGinty, and three seamen, named George, Campbell, and Petersen. The three first-named were drowned, as stated, attempting to land at Seal Rocks. The survivor says they were nine days without water, and two without food, and their sufferings were terrible. The *Ellen* was a wooden barque of 449 tons register, owned by John Henderson, of Newcastle.

## CORRESPONDENCE.

## RULES.

Correspondents must write on one side of the paper only, and to secure early publication be as brief as possible.

- ✎ Correspondents' names are not divulged to anyone without their sanction.
- ✎ Letters not accompanied by the writer's name and address are destroyed without being either read or printed.
- ✎ Letters from persons who have the misfortune to be unable to spell or write correctly are treated with even more attention than others.
- ✎ Now that seamen have a strong Union, with the necessary legal machinery to assist them, we must refer them to their respective Branch solicitors, in the case of such complaints as we may be advised not to publish. Once their case has been heard in Court, it will be reported in more papers than SEAFARING; to report it before might often defeat the ends of justice.

## THE SHIPMASTERS' AND OFFICERS' UNION.

To the Editor of "Seafaring."

DEAR SIR.—Many shipmasters and officers in the North of England are asking why is not the Shipmasters' and Officers' Union represented upon the Trades Congress this year as it was last year? The resolution that was moved by Captain Geo. T. Luccock last year at the Liverpool Congress, should never have been allowed to fall to the ground. Every man in the mercantile marine has a bounden duty to perform in assisting and supporting such resolution. The whole world may keep on crying about rotten ships, over-insured ships, and over-laden ships, but where are the Shylocks who persist in sending their ships upon the ocean with men as officers who still cannot write their own name? This is no false statement, I myself stood upon the quay and witnessed this, only on Aug. 5, 1891. A man passing in the position of boat-wain and acting 2nd mate, with not education enough to read a bill plastered on the walls. Yet such are the men sometimes employed as officers of steamers at this day, and shipowners may depend that the day will come when offenders in this respect will be named and pointed out to the whole world.—Yours, etc.,

L. E.

## WARNING TO SEAMEN.

To the Editor of "Seafaring."

SIR,—I desire to bring before the notice of the seafaring community, an instance of the iniquitous dealings of some of the philanthropic shipowners of this country, who figure so prominently in the Christian social world as the regenerators of the morals of the people. I refer to a civil prosecution instituted by a certain Company against seamen who had signed articles in their newly-acquired steamer ———, for refusing to proceed to sea in that vessel, for the good and sufficient reason that on the transfer of the vessel from her old to her new owners, the latter reduced the number of the crew by seven hands in all. This new arrangement did not transpire until part of the crew were signed, namely, the sailors, and, notwithstanding the fact that the ship's officers were perfectly cognisant of the dissatisfaction prevailing from the time the men became aware of these alterations, and that the firemen had refused to accept the terms offered, they delayed engaging substitutes, as by the articles of agreement they were empowered to do, although the ship was actually twenty-four hours later in leaving the port than the time fixed for the men to be on board; have mark ye, not by reason of their absence, but owing to some interval arrangements in fitting up the ship which were not completed in time. The men never put in an appearance at all at the stipulated time, and in ordinary practice it is not unusual to fill up any vacancy or currying in this way within a couple of hours of the time specified to be on board. The person who tried the men held that the owners were entitled to compensation for the delay of their vessel, and awarded them £1 damages against each seaman who had signed. In all conscience this was bad enough, but nothing to that which followed at the direct instigation of the Company concerned. When the men obtained employment in other vessels of the Company's fleet from officers with whom they had sailed for years, the shore bosses interposed their authority and had them dismissed; at the same time the Company employed all the devices of law to compel payment

of the damages awarded in judgment against them. The men by-and-by got to sea in various employments, but still the sleuth-hounds of those Christian (?) shipowners pursued the helpless wives and innocent children with relentless vengeance, pointed their efforts, threatened to sell and leave their homes desolate unless the pound of flesh was forthcoming. One or two of the terrorised women did manage, by the generous help of friends, to meet the demand; but the majority of the victims, by the enforced idleness of the husbands before leaving for sea, were already so much indebted to outsiders for support in maintaining their families, that they were entirely helpless to relieve themselves. When these were almost on the brink of despair, one of the husbands who had shipped early after the dispute returned from sea, and, with that warmheartedness characteristic of the true British seaman, hastened to succour the families of his old shipmates by paying the claims and setting them free from the merciless clutches of those mercenary "gentle" folks. The moral I would teach to my fellow-toilers on the deep from this object-lesson is, Don't be misled by trusting to the public actions of sham philanthropists; keep yourself secure from molestation in future by signing no articles until you are fully satisfied of their import, and how much they may affect the interests of you and your fellows all round.—I am, etc.,

LOOKER ON.

## BOYCOTTING BRITISH SEAMEN.

To the Editor of "Seafaring."

SIR,—Boycotting apparently is not the exclusive practice of Irish Home Rulers. Those who denounce the practice when applied by the Irish do not scruple to give their countenance to those for whom they are responsible when they put in force the same principle for the purpose of preventing British seamen from getting employment in British owned vessels. In proof of this allegation it is only necessary to lay before your readers the following facts:—On Monday of this week the ship *Cape of Good Hope* owned by a firm of this port was up in the shipping office to sign articles. The owners belong to the Shipping Federation, and that body's agent received instructions from the captain that none, but Dutchmen need apply, and that they must not be under 20 years of age nor over 35. I am also in a position to state that several men presented their discharges to the captain only to be returned for the sole reason that they were free born British subjects possessed of the inestimable boon of being at liberty to starve. I do not say that the owners were aware of this, but whether they were or not I consider they are responsible for the actions of their servants seeing that this occurred in the port where their business premises are situated. This conduct appears all the worse seeing that the members of the firm have always maintained a consistent antagonism to foreign competition. The members of this firm in regard to such practices when put in force in Ireland are among the first to cry aloud in condemnation. Your readers should be in possession of this information as it is quite possible other "Federationists" may try it on in other ports with the ostensible object of carrying out in its entirety their pledge to grant "employment to seamen of all grades at the recognised wages of the port."—Truly yours,

WM. O'BRIEN.

Greenock,  
Sept. 2, 1891.

## FOR THE LIFEBOAT INSTITUTION.

To the Editor of "Seafaring."

DEAR SIR,—I most respectfully solicit to express myself on behalf of the above subject. We all know how much our "Union" has done for us in the past, and the legislation to be procured for us in the near future, and yet we cannot make laws to govern the elements. Storms will come, and with them shipwrecks. Therefore, I deem it the duty of every seaman to give a thought to the National Lifeboat Institution, who have appealed for funds. I feel proud to think I have the opportunity of showing my appreciation of so noble an institution, to which I owe my life; not only mine, but many others before and since owe theirs likewise; whose vigilant watch around our coast, with boats ever ready, whose crews are always willing to brave the storm, and venture on their voyage of mercy to the rescue of our brothers in danger, to save that precious life which is so dear to us. I sincerely hope our brotherseam throughout the United Kingdom will take this subject to heart, I hope to see the officials of the different Branches of our noble Union take this matter in hand, and bring it up at

their meetings. Although we are knocking about in a tempest on our coast, we feel we are not forgotten by the lifeboat when we can't help ourselves, and I think we ought to do a little for them in the way of contributions. Ever so little I know will be gladly accepted, and let the outside world see that as bad as the seamen are considered, they have not forgotten the lifeboat.—I remain, etc.,

W. RUSHTON, Hull Branch.

## WORKING CARGOES ON SUNDAYS.

To the Editor of "Seafaring."

SIR,—A telegram from Singapore says:—"The Home Government has disallowed the ordinance preventing Sunday work in Hong Kong Harbour. This has pleased the shipowners." At first sight this seems to contract the assurance of Baron H. de Worms to the House of Commons, that "the Secretary of State proposes to communicate with the Governors of those Colonies in which Sunday labour in the ports appears to be not sufficiently restricted, with a view to further restrictive measures being taken, either by legislation on the lines of the ordinance recently passed in Hong Kong or otherwise." "The 126,000 officers and seamen who annually frequent the great harbour of Hong Kong under the British flag, besides those who do so under foreign flags, ask for the same quietude of the day of rest when in Hong Kong which they obtain by legislation in the United Kingdom and in those self-governing Colonies which have representative institutions, and in which the working of cargoes on Sundays is prohibited, and even in the treaty ports of heathen China, where the Customs officers refuse to work on Sundays. Even though the working of cargoes at Hong Kong, which claims to be next to London and Liverpool in the extent of its shipping, be done by landsmen, all rest and worship is banished from the ship so long as the winch and hoist are being worked, and much bitter feeling is engendered against the owners who are supposed by sailors to be enjoying rest and worship in England and Scotland." For three years the Press of Hong Kong and the local government have been discussing the matter, and all but some agents of a few shipowners at home are now agreed that a general law, applicable to all nationalities alike, should be passed restricting the working of cargoes in Hong Kong as in the treaty ports of China, if not prohibiting it, as in the United Kingdom and in the popularly governed Colonies. A Sunday Cargo-working Ordinance forbidding the practice without a "permit," to be paid for according to the tonnage of the ship, was read a first time by the Council of Hong Kong, and published in the *China Mail* on April 30. It was passed the second and third readings at one sitting on May 5, and was to have come into operation on August 1. But the passing of the ordinance through its second and third stages at one sitting appears to have been irregular, and its opponents had presented a petition against the ordinance being confirmed by the Secretary of State for the Colonies. "Several leading shipowners have not signed this petition, such as Messrs. Jardine, Matheson & Co., the Messageries Maritimes, the Peninsular and Oriental S.N. Company, and those shipowners who forbid their captains working cargoes in Hong Kong Harbour which they could not work in the self-governing Colonies or in the United Kingdom, or in the treaty ports of China. This hostile petition is a counter one to that signed by 600 captains, officers, and shipping people three years ago claiming a day of rest, and is signed by 240 persons, of whom only some 48 or 50 are directly connected with shipping, several of these being foreigners, and of these only 19 are heads of houses, leaving 31 clerks who could hardly do otherwise than sign when their chiefs did so, several of the clerks being amongst the 60 landsmen not heads of houses who signed the sailors' petition in 1888 in favour of legislation." The telegram is inaccurate in saying that "this has pleased the shipowners;" for the shipowners are not united on this question, many of them being for fair dealing and just consideration towards their officers and crews, with whom they preserve most friendly relations. The probability is that Lord Katsford has simply disapproved of the hasty proceedings in passing the ordinance, and not of the ordinance itself, which does not prohibit the working of cargoes on Sundays as do the laws of the United Kingdom or of the larger Colonies, but allows Sunday cargo work on payment for a "permit," as has been done for nine years with some good effect in the Presidency of Bombay.—Yours, etc.,

WM. DAWSON, Commander R.N.

The Missions to Seamen, 11, Buckingham-street, Strand.

## OUR "OSTRACISABLE" ELECTORS.

To the Editor of "Seafaring."

SIR,—In ancient Athens 6,000 or more votes recorded on oyster-shells or bits of earthenware sufficed to ostracise for a period of ten years any citizen politician whose views and influence were hostile to the Attic Government. This custom appears to have fallen into disuse about 416 B.C. In ancient Syracuse the practice of *petalism*, or writing the names of prominent politicians opposed to the ruling faction on an olive leaf, secured such State critics a five-years' banishment. In Syracuse, in 452 B.C., this law was repealed, as it had deterred many of the best citizens from participating in public affairs. About 1811, in the politics of the United States, the term *gerrymandering* came into use to denote a party trick or manipulation of a section of voters from one constituency to another to secure partisan electoral advantages.

In the United Kingdom, Parliamentary electors require continuous successive occupation, or qualifying premises in the same district, for periods of either six or twelve months, to get on the electoral register to vote for Parliamentary candidates. A rich man having several residences may obtain a vote for each of his dwelling-places, whereas thousands of labourers, each having one vote, may forfeit that vote at the will of a single employer or board of employers; that is to say, that hundreds of thousands of British electors are "ostracisable" from the electoral register as regards their voting, at the mere order of their employers, certain classes of capitalists, or by the Government.

Thus, the votes of qualified fishermen, seamen, river and canal boatmen and bargemen, coastguards, the postal, parcels, and telegraph staff, persons employed upon railways and the like, on the eve of Parliamentary elections, when their votes are opposed to their employers, can be so shuffled and distributed about or out of the country, as in the case of seafaring communities, that their votes are cancelled for the election. Smackowners have sent and kept fishermen out at sea till the local polling was over.

Even the following statistics show that upwards of half-a-million voters are "ostracisable" from the electoral register at the will of their employers:—

March, 1891.

British Fishermen (140,000), say	125,787
British Mercantile Marine in sailing vessels	63,177
British Mercantile Marine in steamers	91,305
British men and boys in British rivers, canals and lakes, 42,500 (women, 10,500; children, 15,000), about	42,500
British Coast Guards on shore	4,200
British persons employed on and by British railways, about	406,500
British persons employed in British Postal, Parcel, and Telegraph Services	117,980
	850,458

To prevent wholesale "ostracism" of the votes of electors, successive registration at any place or places in the United Kingdom is necessary to enable the labour elector to record his vote at his option wherever he may chance to reside or have resided during his period of qualification as an elector. Where it can be proved that employers of labour have removed their men so as to prevent the employed from voting, such employers should be liable to legal penalties and costs.

From statistical summaries of the 1885 General Election, it appears that 604 contested parliamentary seats were on an average won by majorities of 1,371 votes for each seat. At the 1886 General Election the average majority of 425 contested elections was 971 surplus votes. The 100 bye-elections since 1885 up till Aug. 26, 1891, were secured by an average majority in each case of 1,059 votes. Adding together all these 1,129 contested seats, then the average majority securing a seat is represented by 1,194 votes as regards the 1885 and 1886 General Elections, and the 100 contested bye-elections since the 1885 General Election up to Aug. 26, 1891. It is deplorable that British politics should be fought out on partisan instead of patriotic lines. However, if this national evil is to be continued, then party political battles should be settled by fair means, and not by the tricks of gerrymandering, or "ostracising" the votes of political opponents.—Yours, etc.,

J. LAWRENCE-HAMILTON, M.R.C.S.

30, Sussex-square, Brighton.

It is announced that the Morgan Line of steamers, which have heretofore plied between Galveston and New York during the cotton season, will hereafter ply between New York and New Orleans, where the Southern Pacific Railway Company proposes to concentrate its business.

## SHIPS SPOKEN.

Athenian (s), Southampton to Cape Town, Sept. 6, 49 N, 5 W.  
 Augusta, bound south, Sept 5, 50 N, 12 W.  
 Balmoral, Chittagong for Dundee, Aug. 8, 23 N, 26 W.  
 Beatrice, steering south, July 11, 3 S, 26 W.  
 Belvidere, British barque, Philadelphia to Ship Island, Aug. 22, off Fortane Island.  
 Bernhard, of Barth, Sept. 5, 22 miles W by N of Lowestoft.  
 Berwickshire, barque, Glasgow to Brisbane, June 21, 28 N, 21 W.  
 Chile, of Liverpool, Aug. 14, 32 S, 48 W.  
 City of Quebec, of London, steering north, Aug. 17, 1 S, 30 W.  
 Crown of Scotland, for Melbourne, all well, 46 N, 12 W.  
 "Catherine Maria," schooner, Aug. 11, 90 miles SE of L'Agulhas.  
 City of Paris (s), steering west, Sept 4, 51 N, 22 W.  
 Cedric the Saxon, ship, steering SSW, Sept. 5, 47 N, 8 W.  
 Charlotte Padbury, of London, steering south, Aug. 20, 5 S, 32 W.  
 Casablanca, of Liverpool, Pisagua to Falmouth, Aug. 22, 3 N, 29 W.  
 Castor, of Dundee, steering south, Aug. 24, 10 N, 25 W.  
 Dartford, Barry to Table Bay, Sept. 5, 48 N, 7 W.  
 "Dart Point," Sept. 5, 48 N, 7 W.  
 Dartford, Barry for Table Bay, Sept 5, 43 N, 7 W.  
 Ellesmere, Rangoon to London, July 14, 35 S, 18 E.  
 Eboe, English barque, steering south, Aug. 29, 10 S, 15 W.  
 Eduard Bohlen, s, Sept. 4, off the Casquets.  
 Ellen Catherine, of Aberystwith, Sept. 1, 52 N, 46 W.  
 Firth of Clyde, barque, steering south, Sept. 2, 38 N, 12 W.  
 Garfield, July 16, 9 N, 24 W.  
 Golden Rule, steering west, Sept. 3, 50 N, 10 W.  
 Gefion, of Gothenburg, for Rio Janeiro, Aug. 23.  
 Grenada, British barque, Parrsboro for Fleetwood, Aug. 23, 42 N, 63 W.  
 Garfield, Liverpool for Calcutta, July 16, 9 N, 25 W.  
 Helga, of Glasgow, Dunkirk to Iquique, July 25, 42 S, 62 W.  
 Henry Villard, London for New York, Aug. 14, lat. 45, lon. 24.  
 Haddon Hall, of Liverpool, Rio Janeiro to San Francisco, Aug. 15, 28 S, 45 W.  
 Hermione, British steamer (? British barque), Sept. 5, 45 N, 9 W.  
 Helga, of Glasgow, Dunkirk for Iquique, July 25, 46 S, 62 W.  
 Illovo (s), London to Natal, Aug. 27, 3 N, 11 W.  
 Kerkloch, Liverpool to Iquique 19 days, Aug. 13, 15 S, 27 W.  
 Larraca, Liverpool for San Francisco, Aug. 15, 16 S, 26 W.  
 Lord Clyde, Swansea to Buenos Ayres, Aug. 12, 13 N, 25 W.  
 Lord Shaftesbury, San Francisco to Dunkirk, May 30, on the Line, 126 W.  
 Lutterworth, of Southampton, steering south, Aug. 22, 4 N, 23 W.  
 Larnaca, of Liverpool, steering south, Aug. 15, 12 S, 33 W.  
 Milton Park, July 22, 13 N, 22 W.  
 Martha Davis, of Boston, Aug. 14, 32 S, 48 W.  
 Middlesex, ship, of London, Liverpool to Calcutta, July 14, 27 S, 26 W.  
 Manitoba (s), steering south, Aug. 24, 13 S, 02 E.  
 Mermorus, London for Melbourne, July 16, 9 N, 25 W.  
 Memory, barque, of Farsund, steering north, Aug. 25, 3 N, 26 W.  
 Mary E. Chapman, British barque, Richibucto to Lamash, Aug. 26.  
 Milton Park, Swansea for San Francisco, July 23, 13 N, 27 W.  
 Nord, Iquique for Dunkirk, Aug. 22, 11 N, 25 W.  
 P. G. Blanchard, Bremerhaven to New York, Sept. 2, 49 N, 35 W.  
 Parthia, July 14, 7 N, 25 W.  
 P. G. Blanchard, Sept. 2, 49 N, 35 W.  
 Parthia, Liverpool for Valparaiso, July 14, 7 N, 25 W.  
 Ribes, barquentine, of Lussinpiccolo, steering for the Channel, 49 N, 12 W.  
 Rowena, British ship, steering south, Sept. 2, 38 N, 12 W.  
 Scottish Knight, British barque, from London, steering south, July 29, 12 N, 23 W.  
 S. arfarer, Sept. 2, 43 N, 7 W.  
 Scottish Locks, San Francisco to Havre, Aug. 23, 37 N, 33 W.  
 Star of Germany, ship, bound west, all well, 20 miles south of the Start.

Shannon (P. & O. steamer), London to Australia, Sept. 5, 46 N, 8 W.  
 Southesk, barque, bound south, Aug. 10, 11 N, 26 W.  
 Soudan, of Liverpool, bound south, Sept. 4, 50 N, 8 W.  
 Straits of Gibraltar (s), steering west, Sept. 1, 47 N, 46 W.  
 Scottish Knight, London for San Francisco, July 23, 12 N, 28 W.  
 Thomas Faulkner, Aug. 20, 22 N, 25 W.  
 Trongate, Cardiff to Valparaiso 26 days, Aug. 5, 4 S, 25 W.  
 Tuskar, British ship, Calcutta to New York, Aug. 1, 90 miles to the westward of the Cape of Good Hope.  
 Trave, s, Southampton to New York, Sept. 4, 50 N, 21 W.  
 Unita, s, Newport News to Cadiz, Aug. 26, 41 N, 49 W.  
 Utopia, s, Sept. 2, 25 miles south of Smalls, in tow of tug Stormcock.  
 Venture, barquentine, of Banff, bound south, Aug. 14, 17 N, 29 W.  
 Varuna, barque, Cardiff to Geriah, all well, Aug. 13, 15 N, 27 W.  
 Vidonia, of Liverpool, bound east, Aug. 16, lat. 45, lon. 33.  
 Ventura, of Glasgow (KDWP), steering south, all well, July 24, 10 S, 31 W.  
 Victoria Bay, barque, steering NNW, Aug. 24, 14 N, 26 W.  
 Viscount, Hull to Bird Island, Aug. 7, 2 N, 23 W.  
 Venture, Liverpool to Rio Grande, Aug. 13, 15 S, 27 W.  
 Wray Castle, steering south, July 14, 4 N, 27 W.

SEAMEN'S FOOD.—We congratulate the seamen and firemen sailing out of this port in the Union Line ships, upon having a more liberal scale of food granted them, in answer to their most reasonable request. We congratulate the Union Company upon having done the right thing in the right way. We also congratulate ourselves upon having contributed to this result by making public the grievances and desires of the sailors and firemen. If all employers would enquire into and redress grievances in the same spirit and manner, what a very much happier world this would be for all to live in. On Thursday, the Royal Mail Company granted their men the new and improved scale. Well done, both Companies. Well done, Sailors' and Firemen's Union.—*Southern Star* (Southampton).

THE CARDIFF COAL TRIMMERS.—The Cardiff, Barry, and Penarth Coal Trimmers' Association held their annual demonstration at Cardiff yesterday (Monday), when Mr. Rees Jones, an influential coal exporter, presided, and bore testimony to the equitable manner in which trade differences between steamship owners, merchants, and trimmers had been settled by the committee appointed after the recent revision of the coal trimming tariff. Mr. D. A. Thomas, M.P., managing partner of a very large colliery exporting firm in the Rhondda Valley, also bore testimony to the friendly relations existing between the local trimmers and capitalists, and attested the efficacy of Trades Unionism. The men were now, he said, independent of "the idiosyncrasies of individual employers." Mr. A. J. William, M.P., wrote that his sympathies were with movements for rendering "labour independent by massive combination."

A CHOLERA-STRICKEN SHIP.—Particulars have been received of some shocking scenes enacted on board the steamer *Ningchow* while on a voyage to Penang with about 800 Chinese coolies and two saloon passengers—a lady and a Presbyterian minister. With about six exceptions, the crew were Chinese. Cholera broke out on board soon after the voyage began, and patients were crowded into the saloon, to the consternation of the two European passengers. The mortality became very great, and the dead were thrown overboard in sacks weighted with pig-iron. A hurricane added to the terrors of the situation, and the deaths became so numerous that the remains had to be cast into the water without ceremony. At least 60 coolies were thus buried at sea before the steamer reached Singapore. The supercargo had sole control, and it is said that the captain had to report only six deaths—three from influenza, and three from general debility—and on this report the steamer was allowed pratique, and a number of passengers landed. After the steamer had left, however, nine cases of cholera broke out at Singapore, and were traced to the *Ningchow*, which was quarantined on her return. It was said that the authorities meant to arrest the captain and supercargo when the steamer was released from quarantine. The third engineer, an Englishman, was the only European on board who died from cholera.

## SEAFARING DISASTERS.

*Balmora*, Liverpool ship, Chittagong for Dundee (Jute), stranded near Johnshaven, Sept. 9, during fog; dangerously situated; making water; settling fast.

*Cairndhu*, s.—South Shields, Sept. 5.—Steamer *Cairndhu*, of Newcastle, loaded for Stettin, in leaving port this morning struck something in bottom; leaking badly, forepeak full of water; returned to harbour.

*Carr Rock*.—Santa Catharina, Sept. 5.—*Carrook* (? *Carr Rock*), Dundee for San Francisco, cargo coal, on fire, totally lost by fire at sea; crew picked up by the Brazilian brig *Prazeres* and landed here.

*Dromore*, s, broke in two at Erith, Sept. 9.

*Delta*, s.—Cuxhaven, Sept. 7.—British steamer *Delta* ran ashore Heligoland; filled and foundered; crew landed here; total loss.

*Eliza Bell*.—Holyhead, Sept. 6, 5 p.m.—Schooner *Eliza Bell*, of Beaumaris, from Bray for Menai Straits, in ballast, during a gale and heavy sea, one mile westward of South Stack, was totally dismasted, and was towed into Old Harbour.

*Erie* (tug).—New York, Sept. 5.—Tugboat *Erie* has been run down and sunk by *Etruria*.

*Elizabeth Thomas*, schooner, of Aberystwith, has been abandoned in the North Sea in a sinking state. Crew saved.

*Fiji*.—Melbourne, Sept. 7.—*Fiji*, Hamburg for Melbourne, totally wrecked at Cape Otway.

*Fiji*, British steamer, which ran ashore near Melbourne, has broken up; 11 of the crew drowned; cargo worthless generally.

*Garland*, ketch, of Penzance, Gloucester for Fowey (salt), came in at Portstow, Sept. 8, leaky; whilst lying alongside quay she fell over and stove in starboard side; she will probably become a total wreck; cargo discharging into stores.

*Harrier*.—Melbourne, Aug. 1.—*Harrier*, mission schooner, has run ashore on "F" Reef, near Cooktown, and has become a total wreck; there was no loss of life.

*Jessie*.—Melbourne, July 31.—*Jessie*, cutter, has been driven ashore in a hurricane at the Flinders Group, South Pacific, and is a total wreck; crew saved.

*John Morrison*, s.—Gravesend, Sept. 7.—*John Morrison*, s., of North Shields, from Odessa, passed up 12.15 p.m., with crank shaft broken.

*John Morrison*, s.—Southend, Sept. 7.—Steamer *John Morrison*, of North Shields; from Odessa, now passing up in tow of two tugs, machinery disabled.

*John & Sarah*, sailing barge, cargo ballast, was run into and sunk in Long Reach, River Thames, Sept. 4, by steamship *Progress*, of Glasgow, outward-bound.

*Kate*, yacht, has been completely wrecked off Great Yarmouth.

*Lancing*, ship, from Calcutta, has been on fire at Dundee; damage to cargo serious. Damage by water more serious than by fire. Damage to ship unimportant.

*Loch Ryan*.—Melbourne, July 31.—*Loch Ryan*, ship, Glasgow for Melbourne. From 6th to 8th ult. she was running before strong westerly gales, and on the latter date shipped a sea on the starboard side and filled the boats on the lee side, which broke with the weight; the galley, fore-castle, and all the deckhouses were swamped; the next morning she was almost buried beneath a sea, which carried away the poop and bridge-ladders, started the bulwarks and stanchions from the poop to the fore part of the main rigging, and swept the decks.

*Oxford*, s.—See *Radnor*, s.

*Parlee*.—Boothbay Harbour, Me., Aug. 27.—*Parlee*, British schooner, from New York for Moncton (N.B.), with coal, was run into on Monday, 25 miles N.E. of the shoals, by an unknown 3-masted schooner. The *Parlee* lost bowsprit and all headgear, had port bow stove in and mainboom broken. Damage to the other vessel not known. The *Parlee* will make temporary repairs here.

*Pelam*, s.—Southend, Sept. 5.—*Pelam*, of London, in tow, machinery disabled. Weather fine.

*Palmyra*, ship, Minott, from Sydney (N.S.W.), which arrived at Palmyra on Aug. 22, encountered for six days a most terrific hurricane. When the gale abated the ship was leaking badly, making about 8 feet of water every 12 hours.

*Prospero*, s.—Liverpool, Sept. 7.—Steamer *Prospero*, of and from Liverpool for Burryport, when off Ormes Head, during heavy gale, had bearings of pumps carried away and disabled machinery. Towed back to Liverpool and docked for repairs.

*Royal Tar*.—San Francisco (by cable received Sept. 6).—British barque *Royal Tar*, from Newcastle (N.S.W.) for Humboldt Bay, put in with captain dead.

*Tronda*, s.—Drontheim, Sept. 3.—The *Tronda* s. from Grangemouth for this port, with general goods, coals and petroleum, has stranded in thick weather on the west side of Agdangesland.

*Zenith*.—Great Yarmouth, Sept. 4.—*Zenith* schooner, from Tyne to Skibbereen (coals), Morgan master, was towed into harbour last night making water; her decks are started, jibboom, bowsprit, all headgear carried away; cathead, main rail, cutwater broken.

THE DOCKERS' STRIKE AT LONDONDERY.—The strike of the quay labourers at Londonderry, which it was thought had been settled, has been resumed owing to a resolution of the Quay Labourers' Society not to work with the stevedores of the Shipping Federation. There are now 150 free labourers at work on the quays under the direction of the agent of the Shipping Federation.

SHIPS DETAINED AS UNSAFE.—A Parliamentary return has been issued of all ships ordered by the Board of Trade or its officers to be provisionally detained as unsafe, in pursuance of the provisions of the Merchant Shipping Act, 1874, from July 1, 1890, to June 30, 1891, giving the names of the owners of ships which have been dismantled, broken up, or converted into hulks. From summaries appended to the return it appears that the total number of ships detained during the year was 44. Of these 21 were found unsafe on account of alleged defects in hull, equipment, or machinery; the remainder in consequence of overloading or improper loading. In the latter cases the ships were either lightened or reloaded or released. The ships in which defects were found were either broken up or converted into hulks or lighters, or are still detained. Since the commencement of the Act the total number of ships reported as defective has been 722; of those reported as overloaded or improperly laden, 585.

SUFFERINGS OF A SHIP'S CREW.—The barque *Royal Tar*, which arrived at San Francisco on Sept. 7, reports having left Sydney in March, bound for Frederick William Haven, in German New Guinea. After her arrival at that port fever broke out on board, and the captain and four of the crew fell ill. The stock of medicines was soon exhausted, and Captain T. A. Franklin died. Mr. Rogers, the first mate, then assumed command, and the vessel sailed on June 5 for Humboldt (Cal.). On the voyage Mr. Rogers took the fever and died, and John McCall, second mate, succeeded him in command. They reached Humboldt without having further deaths to record, but the crew were all of them more or less sick. During a great part of the time only three were able to leave their bunks. In July the ship's stores gave out except the tea and flour, and on these the crew subsisted until they arrived in port, their sufferings being greatly aggravated by the fact that there were no anti-scorbutics on board. Ten days ago the German barque *Hydra* fell in with the ill-fated vessel, and parted with a little of her meat and quinine to assist the latter. The crew of the *Royal Tar* arrived toothless, and in several cases scarred with gangrene. It is believed, however, that the lives of all will be saved. The crew originally consisted of the captain, the two mates, 11 fore-castle hands, and a boy.—*Dulziel*.

COALING SHIPS IN CHANNEL PORTS.—A custom has recently grown up for timing certain London steamships to arrive at Portland or Dartmouth, on their way down channel, on Sunday mornings so as to employ that day in taking in supplies of coals. Whilst the church bells of Portland and Dartmouth are ringing landmen to worship God, the officers and crews afloat are receiving several hundred tons of coals, stopping all worship on board, and causing a good deal of bitterness against their employers. It is thought that by a combination of the coal supply companies at the two ports, with those of Plymouth and Falmouth, this baseless practice might be stopped. The directors of Messrs. Cory, Brothers & Co. colliery proprietors, of Cardiff, resolved three years ago, "That a letter be sent to our London house instructing them to write to the depôts which we manage, to the effect that no work is to be done on Sundays except in cases of absolute necessity, and that discharging and putting in ballast, and such Sunday work is not to be done for the sake of gain." It is thought that if other coal depôts adopted a similar rule, the steamships sent to Portland, Dartmouth and other western ports for coals, would then be timed not to be there on Sunday. The irritation excited on board those ships would thus cease, and the usual Sunday worship of the crews, which is associated with kindness and good discipline, be resumed.

## BOSUN'S LOCKER.

## A TRUE SNAKE STORY.

About a week ago a reputable and voracious farmer living in the confines of Plum township was walking leisurely through a wooded strip of land adjoining his farm. He carried his hands behind his back and figured mentally on the probable value of the acorn crop. Presently he heard a rustling in the leaves. Casting his eyes in the direction of the noise he saw a large-sized garter snake writhing and struggling as if to get away.

Upon investigation he discovered that about one third of the snake's body was in the ground, and from the appearances of the surroundings it had been there for a long time. While looking for a stick or something with which to release it he saw another and yet another in the same fix. As they were in a perfectly straight row and in line with a number of stakes that marked the survey of a projected railroad he bethought himself of having driven these stakes.

Here comes the curious part of this story, which had better be told in his own language:—

"Last winter a year I helped to stake out this here line, an' I recollect that we run out of stakes along about dusk, an' it was colder'n thunder. So I rattled round 'mongst the leaves to git sumpin or norther that'd do for stakes an' got holt of what I thot' was the sharpened pieces of broomstick that like as not the children carried out here. The ground was frozen so hard we had to drive a iron pin to make a hole. Tom Milford made the holes an' I chucked the stakes in an' he hammered the frozen dirt tight around 'em.

"These snakes were frozen snakes, and when the warm weather came they thawed out, but couldn't get away, and they've stuck there for a year and a half. I dug 'em out an', if you'll b'lieve me, their tails had sort o' took root."

The fact of these snakes being driven into the ground was mentioned some time after it occurred, on the strength of a report brought in by one of the engineers who had been over the line a few days afterwards. If he was alive all this could be proven.—*Fitsburg Commercial Gazette*.

## AN EPISODE ON A MISSISSIPPI STEAMBOAT.

Moonlight on the raging Mississippi!

The magnificent paddle-wheel steamer *Lone Pelican*, bound for New Orleans, sped swiftly down the Father of Waters, whose turbid waves, as if angry at the intrusion, lashed the crumbling shores with a fierceness that changed the geography of the country at every wash.

The great steamboat with its precious cargo of human lives, mess pork, hides, furniture and agricultural implements, was full of life and gaiety. High rose the spirit of the passengers. The supper tables had been cleared away, but in the faint odours that still pervaded the long and elegant saloon of the *Lone Pelican* there lingered grateful reminiscences of the sumptuous banquet.

Silence reigned. Naught but the monotonous chug-chug of the engines and the tremulous beating of the paddle-wheels disturbed the reposeful stillness that brooded over all.

Suddenly arose a wild, unearthly, appalling clamour. Fierce, angry, demoniac yells and execrations roused from their slumber the hundreds of sleeping passengers on board. Crash followed crash. Sounds of heavily-falling bodies were heard in quick succession and the din grew louder and yet louder.

Frantic men, women, and children, half clad, came out of their state-rooms and with pallid lips and trembling voices tried to learn from each other what had happened.

Had the boat been boarded by river pirates?

Had she struck a snag?

Was the steamer on fire?

The captain had not yet retired. With drawn revolver he approached the state-room from which the terrible uproar seemed to come.

He listened a moment, then burst open the door and disappeared on the inside.

There was a momentary lull. Then voices were heard in fierce expostulation, the din broke loose again with tenfold violence, and the captain, with his hair standing on end, his eyes starting from their sockets and his face pale as a sheet, came tumbling out through the broken door.

"Save yourselves," he gasped, as he hurried towards the rear. "The clerk has put two travelling men from different baking-powder factories in the same berth?"—*Chicago Tribune*.

## WOMAN'S INHUMANITY TO WOMAN.

Clara: "I shouldn't think you'd hang that ball dress of yours against the wall."

Maud: "Why not?"

Clara: "Because it's there enough when you have it on."

## COMPARATIVE ALTITUDES.

"Would you rather go to the mountains or sea?" inquired Mrs. Summer-Rover of her husband.

"Well, in some respects, my dear," he responded, "I prefer the sea; but when one is in the mountains there's always something in sight to compare the hotel bill with."

## HOMEWARD BOUND.

The following have been reported homeward bound since our last report:—

Andean s left New Orleans Aug 22, for Liverpool  
 Aurelia clrd at Singapore July 25, for Liverpool  
 Antenor s left Ba via Aug 24, for Liverpool  
 Anselm s left Havre Sept 6, for Liverpool  
 Aviemore left Rangoon Aug 26, for Liverpool  
 Australian s left New Orleans Sept 2, for Liverpool  
 Albion le t Savannah Aug 26, for Liverpool  
 Angola s left Lagos Sept 1, for Liverpool  
 Ajax s left Port Said Aug 27, for London  
 Agamemnon s left Suez Aug 31, for London  
 Aorangi s left Rio Janeiro Aug 31, for London  
 Africa s left Suez Sept 2, for London  
 Assaye s left Calcutta Sept 2, for London  
 Ashmore to leave Lytleton Sept 6, for London  
 Antenor left Rio Grande do Sul July 23, for Falmouth  
 Arta Browne to leave Lagos July 1, for Falmouth  
 Anchoria s left New York Aug 31, for Clyde  
 Alcides s left Montreal Sept 3, for Glasgow  
 Aarhus left Pisagua Sept 1, for Channel  
 Auckland s left Newport News Sept 2, for U K  
 Astral s left Philadelphia Sept 4, for U K  
 Augustica clrd at Chatham, N.B. Aug 13, for Penarth  
 Ardue clrd at Quebec Aug 20, for Shields  
 Bonny s left Grand Canary Sept 3, for Liverpool  
 Brunswick s left Lisbon Sept 6, for Liverpool  
 Britannic s left New York Sept 2, for Liverpool  
 Bengal left Ascension Aug 17, for London  
 Ballarat s left Brindisi Sept 6, for London  
 Bleheim left Auckland Aug 12, for London  
 Benalder s left Suez Sept 5, for London  
 Bombay s left Port Said Aug 27, for London  
 Bristol clrd at New York Aug 17, for London  
 Birma left Rangoon Aug 8, for Falmouth  
 Bertha left Iquique Aug 22, for Channel  
 Boston City s left Newport News Aug 28, for U K  
 Beacon Light s left New York Sept 2, for U K  
 Brilliant s left New York Sept 1, for U K  
 Borghese s left Aden Aug 24, for Bristol  
 Borgiasco clrd at St. John, N.B. Aug 20, for C'diff  
 Buffalo s left New York Aug 31, for Hull  
 Bootle left St. Helena Aug 12, for Swansea  
 Calabar s left Sierra Leone Sept 3, for Liverpool  
 Counsellor s left Newport News Aug 30, for L'pool  
 Cyprian s left Baltimore Aug 26, for Liverpool  
 City of New York s left New York Sept 2, for L'pool  
 Clan Fraser s left Sagres Sept 4, for London  
 Clan Macdonald s at Cadiz Aug 30, for London  
 Culgoa s left Aden Sept 4, for London  
 Congella s left Madras Sept 1, for London  
 Clan Maclean s left Kurrachee Aug 31, for London  
 Celtic Chief left San Francisco Aug 29, for Q'town  
 County of Kiaross left St. Helena Aug —, for Dundee  
 Circassia s left New York Aug 22, for Glasgow  
 Concordia s left Montreal Aug 23, for Glasgow  
 Clan Macfarlane left San Francisco Aug 19, for Channel  
 Caledonia s to leave Kurrachee Aug 27, for U K  
 Chittagong s left Baltimore Aug 31, for U K  
 Chester s left Philadelphia Aug 30, for U K  
 Croatia s left New Orleans Sept 1, for U K  
 City of Worcester s left Norfolk, Va. Sept 2, for U K  
 Chippewa clrd at Quebec Aug 21, for Greenwich  
 Cougo s left Gibraltar Sept 2, for Hull  
 Cynthia s left Montreal Sept 1, for Hull  
 Canova at N Sydney Sept 2, for Plymouth  
 Diomed s left Suez Sept 3, for London  
 Duke of Devonshire s left Suez Sept 3, for London  
 Dabulamanzi s left Port Natal Aug 29, for London  
 Dunera s left Calcutta Sept 2, for London  
 Darwin s left New York Aug 19, for U K  
 Dunedin s left Baltimore Aug 24, for U K  
 Dora s left Baltimore Aug 28, for U K  
 Dristig left Halifax Aug 13, for Llanelli  
 Dane s left Tenerife Sept 6, for Southampton  
 East Croft left Astoria Aug 19, for Liverpool  
 Editor s left New Orleans Aug 23, for Liverpool  
 Explorer s left New Orleans Sept 3, for Liverpool  
 Elida clrd at St. John, N.B. Aug 24, for Liverpool  
 Enterprise left Quebec Aug 31, for Liverpool  
 Escalona s left Montreal Aug 21, for Aberdeen  
 Endeavour s left Port Royal Aug 20, for U K  
 Ernesto s left Norfolk Aug 22, for U K  
 Eurydice left New York Aug 26, for U K  
 Elvina s left New York Aug 24, for U K  
 Ensign left Brunswick Aug 29, for U K  
 Ethelred s left Baltimore Sept 4, for U K  
 Etana s left Suez Aug 23, for Bristol  
 Erato, Warncke, left Calcutta Aug 18, for Hull  
 Elmfield s left Newport News Aug 20, for Plymouth  
 Fonar s left Philadelphia Aug 31, for London  
 Finsbury s left Philadelphia Sept 3, for London  
 Filippo left Philadelphia Aug 27, for U K  
 Fortuna s left New York Sept 5, for U K  
 Foscolia s left Philadelphia Aug 22, for Cork

Frederica clrd at St. John, N.B. Aug 24, for Cork  
 Foxhound left Port Nolloth Aug 2, for Swansea  
 Gulf of Florida s left Las Palmas Sept 4, for Liverpool  
 Gulf of Lions s left Bahia Sept 2, for Liverpool  
 Gulf of Trinidad s left Calao Aug 21, for Liverpool  
 Greece s left New York Aug 31, for Liverpool  
 Glenburn clrd at San Francisco Aug 26, for Liverpool  
 Glenavon s left Port Said Sept 6, for London  
 Golconda s left Gibraltar Sept 5, for London  
 Gleneagles s left Singapore Aug 23, for London  
 Gleniyon s left Perim Sept 5, for London  
 Guy Colin s left Vizagapatam July 20, for London  
 Glenogle s left Shanghai Aug 24, for London  
 Glengoil s left Rangoon Aug 30, for London  
 Gulf of Corcovado s left Singapore Sept 5, for London  
 Glenaf left San Francisco Aug 22, for Queenstown  
 Glenarry left Pisagua Sept 1, for Channel  
 Glenagle, Lyon, left Iquique Aug 29, for Channel  
 Gardepe s left Baltimore Aug 24, for U K  
 Glukauf s left Philadelphia Aug 27, for U K  
 Godiva s left Norfolk Aug 23, for U K  
 Garland s left Newport News Aug 31, for U K  
 Giusppe s left Charleston Sept 1, for U K  
 Grenada clrd at Parissoro Aug 16, for Fleetwood  
 Ger clrd at Darien July 30, for London  
 Heiades s left River Plate Aug 20, for Liverpool  
 Highland Scott s left Buenos Ayres Aug 23, for Liverpool  
 Homeward left New York Aug 20, for Liverpool  
 Hunt nedon s left Colombo Sept 1, for London  
 Hawarden Castle s left Cape Town Aug 26, for L'dn  
 Hankow s left Singapore Aug 31, for London  
 Highland Prince clrd at Pensacola Aug 25, for L'dn  
 Ho linwood left Melbourne Aug 25, for Falmouth  
 Hibernian s left Philadelphia Aug 23, for Glasgow  
 Hebe left Bathurst Aug 26, for Bowling  
 Hypatia left Quebec Aug 10, for Waterford  
 Inchmarlo s left Aden Sept 1, for Liverpool  
 Inverness s left Philadelphia Aug 22, for U K  
 Idun left Charleston Sept 4, for U K  
 Iris clrd at Quebec Aug 22, for Bristol  
 Iside clrd at Canham, N.B. Aug 25, for Mumbles  
 Juma s left Bahia Aug 21, for London  
 Jason s left Perim Sept 3, for London  
 Jelunga s left Brisbane Sept 1, for London  
 James Turpie s left New York Aug 19, for U K  
 Jolani s left New York Aug 23, for U K  
 J. F. Smith left New York Aug 31, for U K  
 Julius left Savannah Sept 4, for U K  
 Jomfraland s left New York Sept 5, for U K  
 Jersey City s left New York Sept 5, for Swansea  
 Kansas s left Boston Sept 2, for Liverpool  
 Karamania s left Port Said Sept 6, for London  
 Kaiser-i-Hind s left Aden Sept 4, for London  
 Kentucky s left Singapore Sept 4, for London  
 Kersbergen left New York Aug 21, for U K  
 La-laba s left Lagos Aug 31, for Liverpool  
 Lake Neptun s left Quebec Sept 4, for Liverpool  
 Lord Gough s left Philadelphia Sept 2, for Liverpool  
 Legislator s left Port Said Aug 30, for London  
 Lydian Monarch s left New York Aug 29, for London  
 Lancashire s left Rangoon Sept 4, for London  
 Lucy left Buenos Ayres Aug 20, for Falmouth  
 Lilia, Pasch, left Rangoon Aug 24, for Channel  
 Louise left Savannah Sept 1, for U K  
 Lanxoe s left New York Sept 5, for U K  
 Lord O'Neill s left Baltimore Aug 29, for Belfast  
 Lakefield left Port Said Aug 25, for Bowling  
 Laura Emily left Philadelphia Aug 20, for Dublin  
 Lucy and Paul left Philadelphia Aug 15, for Exmouth  
 Methley Hall s left Perim Sept 2, for Liverpool  
 Migelan s left Monte Video Sept 3, for Liverpool  
 Ma iner s left Pernambuco Aug 29, for Liverpool  
 Menelaus s left Suez Sept 2, for London  
 Manora s left Aden Sept 4, for London  
 Mayumba s left Port Said Aug 26, for London  
 Murrumbidge s left Melbourne Aug 25, for London  
 Mississippi s left Baltimore Aug 31, for London  
 Mime s left Rosario Aug 24, for Falmouth  
 Mayador, Jordan, left Iquique Aug 29, for Channel  
 Mayfield left Philadelphia Aug 26, for U K  
 Marion s left Baltimore Aug 23, for U K  
 Monmouthshire s left New York Sept 4, for U K  
 Michigan s left Baltimore Sept 4, for U K  
 Moselle s left Rio Janeiro Aug 23, for Southampton  
 Magdalena s left Buenos Ayres Sept 2, for Southampton  
 Mina clrd at Quebec Aug 29, for Swansea  
 Newton s left Norfolk, Va. Aug 29, for Liverpool  
 Netherby Hall s left Port Said Sept 3, for Liverpool  
 Numedion s left Quebec Sept 6, for Liverpool  
 Ning how s left Perim Sept 5, for London  
 North Rising left Iquique Aug 19, for Channel  
 Nevada left Charleston Aug 17, for U K  
 Norlands s left Philadelphia Aug 24, for U K  
 Nigretia s left New Orleans Aug 29, for U K  
 New York clrd at New York Aug 18, for Cork  
 Nymphen left Matane Aug 14, for Galway  
 Ormuz s left Suez Sept 7, for London  
 Otaki left Wellington Aug 19, for London  
 Oceana s left Colombo Sept 3, for London  
 Orotava s left Albany Aug 29, for London

Orion s left Galatta Sept 3, for London  
 Oceana left San Francisco Aug 28, for Queenstown  
 Ocean to leave Buenos Ayres Aug 27, for Falmouth  
 Olympia s left Baltimore Aug 21, for U K  
 Otranto s left Baltimore Aug 22, for U K  
 Orono s left New York Aug 26, for U K  
 Ophir left Savannah Sept 1, for U K  
 Orinoco s left Barbadoes Aug 29, for Plymouth  
 Oliva left Pascagoula Aug 29, for Southampton  
 Olga left Quebec Aug 13, for Tayport  
 Protos s left Gibraltar Sept 4, for Liverpool  
 Pavonia s left Boston Aug 29, for Liverpool  
 Port Darwin s left Malta Aug 27, for London  
 Ping Suey s left Port Said Aug 27, for London  
 Plassey s left Sagres Sept 5, for London  
 Portena s left Buenos Ayres Aug 15, for London  
 Pelican s left Galle Aug 27, for London  
 Pekin s left Gibraltar Sept 4, for London  
 Persia left Grand Metis Aug 29, for London  
 Peninsular left Colombo Sept 3, for London  
 Patroclus s left Penang Aug 29, for London  
 Pegu s left Rangoon Sept 4, for London  
 Peris left Norfolk Aug 20, for Clyde  
 Pirate s left Baltimore Sept 2, for Clyde  
 Paris s left New Orleans Aug 21, for U K  
 Pio IX s left New York Aug 26, for U K  
 Palmas s left Baltimore Sept 1, for U K  
 Pathan s left Norfolk, Va. Sept 2, for U K  
 Ponce de Leon s left New York Sept 3, for U K  
 Pocahontas s left New York Sept 4, for U K  
 Prince Rupert clrd at Quebec Aug 21, for Newcastle  
 Queen of England left San Francisco Aug 20, for Queenstown  
 Rangatira s left Wellington Aug 21, for London  
 Rimutaki s left Lyttelton Sept 5, for London  
 Romulus s left New York Aug 21, for Queenstown  
 Rocklight s left Philadelphia Sept 2, for U K  
 Rockabil s left Norfolk Sept 2, for U K  
 River Mersey s left New Orleans Sept 2, for U K  
 Roby left Rio Janeiro Sept 3, for Barry  
 Rosmorran s left New York Sept 4, for Bordeaux  
 Ravenswood clrd at Richibucto Aug 11, for Ireland  
 Revolving Light left Scranton Aug 23, for Sharpness  
 Royal Welsh left New York Aug 22, for Stornoway  
 Sorata s left St. Vincent Sept 4, for Liverpool  
 Sierra Parima clrd at Rangoon Aug 22, for L'pool  
 Spenser s left River Plate Aug 25, for Liverpool  
 Sedgmore s left Baltimore Aug 31, for Liverpool  
 St Ronans s left New York Aug 30, for Liverpool  
 Scythia s left Boston Sept 5, for Liverpool  
 Strathdee s left Suez Aug 28, for London  
 Specialist s left Suez Sept 1, for London  
 Silenus s left Norfolk, Va. Aug 29, for London  
 Star of England s left Sydney, NSW, Aug 27, for London  
 Spain s left New York Aug 31, for London  
 Scandinavian s left Boston Sept 2, for Clyde  
 Sarmatian s left Montreal Sept 3, for Glasgow  
 Scandinavian s left Boston Sept 5, for Glasgow  
 Steinvora put back to Adelaide July 13, for Ch'n'l  
 Strathay left Calcutta Aug 26, for Channel  
 Star of Persia left Pisagua Aug 28, for Channel  
 Subra left New York Aug 18, for U K  
 Scottish Minstrel left Pisagua Aug 20, for U K  
 St Monan left Iquique Aug 25, for U K  
 Serica s left Baltimore Aug 31, for U K  
 Serra s left New York Aug 31, for U K  
 Stag s left New York Sept 5, for U K  
 Slopia s left New Orleans Sept 4, for U K  
 Sumbawa left Taitai Aug 21, for U K  
 Standard s left New York Sept 3, for U K  
 St James clrd at San Francisco Aug 26, for Fleetwood  
 Sir Garnet Wolseley s left Pensacola Sept 3, for Hull  
 Suevia s left New York Aug 31, for Southampton  
 Scot s left Cape Town Sept 2, for Southampton  
 Tuscany s left Las Palmas Sept 2, for Liverpool  
 Treherbert s left Charleston Aug 24, for Liverpool  
 Tiverton s left Galle Sept 2, for Liverpool  
 Tauric s left New York Sept 5, for Liverpool  
 Torrens at Table Bay Aug 17, for London  
 Traveller s left Colombo Aug 31, for London  
 Turquoise s left New York Aug 18, for U K  
 Tweeddale left San Francisco Aug 21, for U K  
 Teutonia s left Newport News Aug 22, for U K  
 Tentadora left Philadelphia Aug 23, for U K  
 Thor left Philadelphia Sept 4, for U K  
 Trojan s left Cape Town Sept 3, for Southampton  
 Unita s left Newport News Aug 21, for U K  
 Urbino s left Baltimore Aug 24, for U K  
 Venetian s left Boston Sept 2, for Liverpool  
 Valparaiso left New York Aug 24, for Liverpool  
 Vale Royal clrd at Falmouth, Ja. July 30, for London  
 Victoria left Savannah Aug 19, for London  
 Venango s left Baltimore Sept 4, for U K  
 Werneth Hall s left Suez Sept 3, for Liverpool  
 Wisconsin s left New York Aug 29, for Liverpool  
 Wivenhoe s left Suez Aug 23, for London  
 Wileysike s left Colombo Aug 22, for London  
 Washington City s left Norfolk Aug 27, for U K  
 Washington s left Newport News Sept 2, for U K  
 Zampa s left Aden Aug 31, for Hull

# SEAFARING MEN SHOULD JOIN WITHOUT DELAY,

AT  
REDUCED ENTRANCE FEE,

THE  
SAILORS' AND FIREMEN'S UNION

OF  
Great Britain, Ireland & other Nations

Telegraphic Address: "AGITATORS, LONDON."

PRESIDENT:  
**SAMUEL PLIMSOLL, Esq.**

Among the chief objects of this powerful Union are:—

To obtain reasonable Hours of Duty, and maintain a fair rate of wages;

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To provide a good Class of Men, who shall be on board at the appointed time, and in a sober condition, ready for work;

To provide assistance in case of Illness, Accident, and Shipwreck; and

To provide Legal Assistance for all Claims and defences.

Full particulars may be had of any of the Secretaries, whose names and addresses are:—

AARHUS.—A. Nielsen, Agent, Office, 21, Nørregade.

ABERDEEN.—Jas. C. Thompson, 49, Marischal-st., sec.; J. S. Watt, Esq., advocate, 7, King-st., law agent. Meeting, in office—contributions, 7 p.m.; business, 8 p.m., Monday.

AMBLE.—G. H. Guthrie, 1, New Bridge-street, via Acklington, sec.; John Mathews, Steamboat Inn, Amble Harbour, treasurer.

AMSTERDAM.—H. Wienhuizen, Waterloo Plain, secretary.

AREBROATH.—J. Wood, 17, Ferry-street, Montrose.

ARDBROSSAN.—J. McMurray, Jun., 59, Glasgow-street.

ARKLOW.—P. Bolger, Main-street.

BANFF.—R. Barlow, Fife-street, agent.

BARROW-IN-FURNESS.—E. Clayton, 21, Hindpool-road. Meeting, Monday evening, 7 p.m., at office.

BARRY DOCK.—J. Harrison, Kingsland-crescent, sec.; J. H. Jones, Esq., solicitor; Dr. Gore, medical officer, Barry-rd., Calcutta; H. J. Morris, 7, Station-road, Barry Dock, delegate. Meeting, Thursday, 7.30 p.m., at Barry Hotel.

BELFAST.—P. Clibbett, 41, Queen-square, sec.; S. M. Shaw, assistant sec.; Jas. Newell, outside delegate. Meeting, Thursday, 7.30 p.m., at office.

BERGEN.—Johannesen, sec., Socialistisk Arbeider, Forening. Meeting, Wednesday, 8 p.m.

BIRKENHEAD.—D. J. Kenny, 12, Taylor-st., sec.; J. Kerr, outside delegate; W. A. Tetlow, Esq., solicitor. Meeting, every Monday at 7.30.

BLYTH.—James Heatley, 9, Market-street. Meeting, Tuesday evening, 7 o'clock, at Mr. Thompson's Cocoa Rooms, Waterloo, Blyth.

BO'NESS.—Charles Campbell, Albert-buildings, sec. Meeting, Monday, 7 p.m.

BOSTON.—Mr. Symonds, Castle Tavern Church-street, agent.

BREMENHAVEN.—F. Fintchens, Buergermeister Sinit Strasse, secretary.

BRISTOL.—T. J. Dancy, 41, Prince-street, Queen's-square, sec.; Dr. Walker, 115, New Cut, medical officer; Captain Langdon, 69, Queen-square, treasurer; C. Jarman, delegate. Meetings Monday, 7.30, at The Ship, Redcliff Hill.

BUCKLE.—John Calder, Baron's-lane, agent.

BURGHAD.—John Harry, Grant-street, agent.

BURNISLAND.—Jas. Moody, 12, Somerville-st., sec.; Alexander Mackintosh, Esq., 41, High-st., law agent. Meeting, Monday at 7 p.m.

CARDIFF.—John Gardner, district secretary for Bristol Channel, Pelican Club, Custom House-street; Alfred Chubb, Sailors' Union Institute, West Bute-street, Branch secretary; F. Wilson, assistant secretary; George Denning and Edward Holbeck, delegates; Dr. De Vere Hunt, Westbourne-crescent, medical officer; J. H. Jones, Esq., St. Mary-st., solicitor. Dr. Hunt attends at above Institute daily at noon.

COPENHAGEN.—Office, 11, Harnegade. Meeting, Wednesday, 7 p.m.

CORK.—T. H. Clark, 18, Anderson's Quay, sec. Meetings, Monday and Friday, 5.30 p.m. A. Blake, Esq., Marlborough-street, solicitor.

CHRISTIANIA (Norway).—Branch office, 2, Raahusgaden; O. S. Nielsen, secretary. Meeting, Wednesday evening at 8 p.m.

DOVER.—Albert Martin, 13, Commercial Quay, Charlton, sec. Meeting, 13, Commercial Quay.

DROGHEDA.—R. Nugent, 15, Peter-street, agent. Meeting, Friday, 7.30 p.m.

DUBLIN.—M. Bolger, 50, Seville-place, sec. Meeting, Friday, 7.30 p.m. Gerald Byrne, Esq., 29, Lower Ormond Quay, solicitor.

DUMFRIES.—J. McNee, Kirk-street, agent.

DUNDALK.—L. Eevers, Quay-street, secretary. Meeting, Tuesday and Thursday.

DUNDEE.—C. W. Millar, Mariners' Hall, 48, Candle-lane, sec.; Messrs. Cowan & Dunbar, 3, Reform-st., Dundee, solicitors. Meeting, Monday, 7.30.

DUNGARVAN.—J. W. Shaw, Bridge-street.

FLEETWOOD.—J. Davidson, S. & F. Union, corner of Dock and Albert-streets, sec.; F. Addie, Esq., solicitor. Meeting, Wednesday, 7 p.m.

FRASERBURGH.—Alexander Noble, 27, Firthside-street, agent.

GABSTON (Sub-Branch).—W. Wilkinson, agent, 8, St. Mary's-road.

GLASGOW.—Robt. McBride, secretary, 13, James Watt-street; R. A. Rennie, Esq., law agent, 146, Regent-street; Messrs. Hillon, Baird, and Hill, outside delegates. Meeting, Monday, 7.30, at 10, Maxwell-street. Committee meeting every Friday, in Branch Office, at 7.30. Telephone 3184.

GLASGOW (South Office).—A. Thomson, assistant secretary, 18, Plantation-street. Office hours, 9 a.m. to 6 p.m., and till 2 p.m. Saturdays.

GLOUCESTER.—A. E. Evans, 1, Raglan-terrace, Sodbrook, secretary.

GOOLE.—W. R. Chappell, 24, Booth Ferry-rd., Goole, sec.; R. W. E. Whitehead, Esq., Bowlalley-lane, Hull, solicitor. Meetings, Tues. and Fri., 7.30.

GOTHENBURG.—A. Bruce, secretary, No. 31, Stigbergsgatan. Meeting, Wednesday, 8 p.m., in Bergsgatan 24.

GRANGEMOUTH.—Edwin Cowie, 6, South Charlotte-st., sec. (Saturdays, 9 a.m. to 1 p.m.) Wm. M. Anderson, Esq., Grange-st., solicitor. Meeting, Monday, 7 p.m.

GRAVESEND.—John Degrin, secretary, Plimsoll House, The Terrace, Gravesend. Meetings, Monday, 7.30 p.m., at same address.

GRAYS.—Wm. Wall 18, Charles-street. Meeting every Tuesday 7 p.m., at the Queen's Hotel, High-street. Mr. James Longman, president.

GREAT GRIMSBY.—Wm. Young, Unity House, 1, Kent-st., secretary; R. W. E. Whitehead, Esq., Bowlalley-lane, Hull, solicitor. Meetings, Monday and Friday, at 7 p.m.

GREAT YARMOUTH.—Charles Swanbrow, 69, South Quay. Meeting at office Monday, 7.30 p.m.

GREENOCK.—G. McNaught, 16, East India Breast.

HAMBURG.—H. Gehr, Hafenstrasse 79, secretary; C. Stoemer, outside delegate.

HARWICH.—J. Ayton, secretary, Ship Inn, King's Quay-st. Meeting, Friday, 7 p.m.

HULL.—T. Carr, Unity Hall, and Office, 11, Postern-gate, secretary; A. Clark, and W. Brown, outside delegates; R. W. E. Whitehead, Esq., Bowlalley-lane, solicitor. Meeting nights, Tuesday and Friday, at 7.30, in Unity Hall. New Office opened in Hotham-st., near the Bridge, Alexander Dock, Hedon-rd. Office hours, 12 to 4. Steam Trawl Engineers' Section, 65, West Dock-avenue; J. G. Runnacles, secretary. Meeting, Monday, 2.30 p.m.

KING'S LYNN.—Wm. Bennett, Seamen's Union Offices, St. Ann-st., sec. Meeting, Monday, 8 p.m., at Royal Standard, County Court-road.

LEITH.—James Brown, 15, Commercial-street, (opposite Shipping Office), sec.; W. J. Haig Scott, Esq., S.S.O., solicitor; Gilbert Archer, Esq., J.P., treasurer. Meetings, Thursday, 7.30 p.m., in Labour Hall, 77, Shore, Leith. Telephone 555.

LERWICK.—W. Spence, 23, Burgh-road, secretary.

LIMERICK.—F. Reynolds, agent, 24, Windmill-st.

LIVERPOOL.—H. R. Taunton, 8, Price-street, sec.; George Garrett and W. H. Noble, outside delegates; W. Atcherley Tetlow, Esq., 8, Westminster-chambers, solicitor. Meeting, Monday, 7.30 p.m., at 8, Price-st. Telephone 2296.

LIVERPOOL.—T. Connolly, 133, Derby-rd., Bootle, sec.; W. A. Tetlow, Esq. solicitor. Telephone 2674.

LIVERPOOL.—John William McGovern, sec., 12, Boundary-st., North End, close to Shipping Office. Meeting, Wednesday, 7.30 p.m.

LIVERPOOL (Collecting Branch).—R. Price, 35, Mills-st., agent. Members may here enrol for, or pay contributions for the Liverpool Branch.

LONDON (Rotherhithe and Deptford Branch).—T. J. Garvie, 2, Chichester Villas, Lower-road, Deptford, secretary. Meetings, Monday and Thursday, 7.30 p.m., at Chichester Tavern.

LONDON (Tower Hill).—F. Fowler, opposite Shipping Office, Tidal Basin, E. sec. Meeting, Friday evening, 8 o'clock. Dr. Moir, 168, Victoria Dock-road, medical officer. Telephone No. 5214.

LONDON (Tower Hill).—J. Donovan, secretary, 17, King-st. (over Lockhart's Cocoa Rooms). Meeting, Thursday, 8 p.m. Telephone, 11,167.

LONDON (Green's Home Branch).—A. Mercer, 5, Jeremiah-street, East India-road, E., secretary; A. Palmer and P. Power, delegates; agent at Millwall, Chas. Wheeler; Dr. Hope, medical officer. Meeting, Tuesday, 8 p.m., School-room, Plimsoll-street, Poplar. Telephone 5218.

LONDON (Tug-Boat Branch).—G. Donaldson, 10, Cold Harbour, Blackwall, secretary.

LOWESTOFT.—J. Linder, assistant sec., 4, St. George's-terrace, Lorne Park-road, South Lowestoft.

LONDONDERRY.—A. O'Hea, secretary, Union Office, 99, Foyle-st. Meeting, Wednesday, 7.30 p.m.

MALMO.—Axel Danielson, Nörrégation No. 3b.

MARYPORT.—F. F. Gant, Elliott yard, Senhouse-street, secretary. Meeting Monday, 7 p.m.

METHIL.—Wm. Walker, Commercial-street.

MIDDLESBRO'.—George Cathey, Robinson's Market Hotel, Market-place, sec.; Dr. Ellerton, 38, Gosford-st., medical officer; J. J. Bentham, Esq., 68, John-st., Sunderland, solicitor; W. Gilchrist, 3, Hopper's-yard, Commercial-st., delegate. Meeting, Monday, 7 p.m., at Market Hotel; committee, Thursday, at 7 p.m. Telephone, 5127.

MONTROSE.—John Wood, 17, Ferry-street. Meeting, Monday evening, 7.30, at office.

NAIRN.—Clarence Howe, Ythan Cottage, agent.

NEWCASTLE-ON-TYNE.—T. Dunn, 5, Broad Chare Quay-side; H. W. Newton, Esq., 2, Elliason-place, medical officer; R. Jacks, Esq., King-street, South Shields, solicitor; Meetings, Mondays and Fridays, in office, 7 p.m.

NEWPORT (Mon.).—F. Gilman, 31, Ruperra-st., sec.; Dr. Pratt, Ruperra-st., medical officer; Digby Powell, Esq., Dock-st., solicitor; Mr. G. Campbell, outside delegate. Meeting, Thursday, 7.30 p.m., Tradesmen's Hall, Hill-st.

NEWRY.—James J. Conaghy, agent, 6, Edward-street. Meeting, Wednesday, 2 p.m., at N. U. of D. L. Hall, 45, Castle-street.

PETERHEAD.—Edward Buchanan, 11, Port Henry-road, sec. Subscriptions every evening 6 to 9 p.m. Monthly meeting, U. P. Hall, first Thursday of the month.

PLYMOUTH.—D. J. Evans, Trades Union Hall, Notte-st., sec. F. Cecil Lane, Esq., 1, George-st., Plymouth, solicitor. Meeting, Tuesday, 7 p.m., at office.

PORT GLASGOW.—G. McNaught, 16, East India Breast, sec.

PORTSOY.—J. Barlow, c/o Mr. Bannymann, School, Hendry-street, agent.

PORTSMOUTH.—John Farquharson, secretary, 33, Amelia-street, Landport.

ROTTERDAM (Holland).—W. Sprow, Hotel Old England, Wester Kade, No. 3, near Sailors' Home and Shipping Office, secretary.

SEAAM HARBOUR.—Richard Raine, Duke of Wellington Hotel, Railway-street, South.

SHARPNES.—See Gloucester.

SHIELDS (South).—D. Clement, Seamen's National Union Hall, Coronation-st., sec.; J. Logan, assistant sec.; Dr. Robson, medical officer, 1, Regent-st.; R. Jacks, Esq., 72, King-st., solicitor. Two general meeting nights weekly, Monday and Friday, at 7 p.m. Sub-Branch—J. Longin, river secretary; E. Blandford, night watchman at waiting rooms, Redhead's-buildings, Corstophine Town, near Tyne Docks entrance. Office hours, 9 till 4.

SHIELDS (North).—Wm. Brown, 8, New Quay, secretary; Dr. Robson, medical officer; R. Jacks, Esq., solicitor. Meeting, Monday, 6.30 p.m.

SOUTHAMPTON.—T. Chivers, Old Skating Rink, Bell-st., secretary; Lieut. Tankerville Chamberlayne, R.N.R., Weston-grove, president. Meeting, Tuesday evening, 8 p.m.

STOCKTON-ON-TES.—E. Page, sec.; John Hodgson, Palatine Hotel, treasurer. Meeting, Monday evening, at 7 p.m., in the Palatine Hotel.

STORNOWAY.—J. Macaskill, secretary, 11, Point-street. Meeting first Tuesday in the month, in the office, at 8 p.m.

SUNDERLAND.—W. Lonsdale, sec., Prospect-row, near Shipping Office. J. Henderson, outside delegate. Meeting, Monday, 7 p.m. Dr. Wood, 32, Frederick-street, and Dr. Burns, Holy-terrace, medical officers; J. J. Bentham, Esq., 68, John-street, solicitor. Telephone, 443.

SWANSEA.—R. Thomas, Colosseum Hotel, Wind-st.

WALLSEND.—Septimus Johnson, 17, Third-street, Palmer's Buildings.

WATERFORD.—J. Sullivan, 82, Quay.

WEST HARTLEPOOL.—J. Leahy, Russell's Buildings. Meeting, Friday, at 7 p.m., at office.

WEXFORD.—P. O. Dwyer, Main-street.

WICK.—A. Millar, 35, Bank-row, Pultneytown, agent.

WICKLOW.—Thomas Gregory, Main-street.

WHITBY.—Paul Stamp, agent, Fleece Inn.

WHITSTABLE.—J. Wildgoose, Harbour-street, secretary; J. Tookey, Faversham, agent.

WHITEHAVEN. } F. F. Gant, Maryport.  
WORKINGTON. }

YOUGHAL.—J. Collins, Braun-street.

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## SAILORS' AND FIREMEN'S UNION NOTICES.

### MEMBERS ENROLLED.

WEEK ENDING SEPTEMBER 5, 1891.

BARROW.—John Clarke, A.B.; J. A. Boufield, O.S.; John Richards, trimmer.

BIRKENHEAD.—Thos. Smith, trimmer; Thos. Cheetham, A.B.; F. Yeomins, trimmer; John Collings, A.B.; John Reay, A.B.; Thos. Whelan, A.B.; W. H. Fletcher, A.B.

BOOTLE.—Patrick Butler, fireman; Edward Butler, fireman; Chas. Keerey, fireman; M. Hollowell, trimmer; Christopher Hull, trimmer; Archibald Scott, trimmer; Joseph Murphy, fireman; J. McKenna, fireman; J. Jenkins, trimmer.

BOOTLE.—(For the week ending Aug. 29, 1891), Jno. Kennedy, fireman; Patrick Meade, fireman; Patrick Quillam, fireman; Geo. Mercer, trimmer; Bernard Ryan, trimmer; Jno. Harold, trimmer; Jas. McNally, trimmer; Felix McCooly, fireman; Patrick Collins, trimmer; Jno. Curran, trimmer; Philip Hart, trimmer; Jno. Doyle, fireman; Hamilton Jones, A.B.; Chas. Wormstrup, A.B.; Jno. Carlin, fireman; Patrick Collins, fireman; Jno. Barros, trimmer; Daniel McCowan, fireman; Archibald Hayes, fireman; Wm. J. Hartley, fireman; Peter Miller, fireman; Thos. McGoldrick, fireman.

BRISTOL.—W. Wiggins, fireman; G. Wall, fireman; W. Bright, A.B.

CHRISTIANIA.—O. J. A. Hugh, fireman; M. Anderson, boatswain; H. M. Christoperson, carpenter.

DUBLIN.—Wm. Stokes, A.B.; Thomas Brown, cook; Thomas O. Toole, A.B.; E. Martinsen, fireman.

GLASGOW.—James McCusker, trimmer; James Hughes, trimmer; William Stewart, trimmer; Max Wagner, A.B.; William Crayford, trimmer; Daniel Buntin, A.B.; William Hay, A.B.; Thomas McTaggart, fireman; James McColl, fireman; Daniel Kelly, A.B.; Richard C. Waddler, cook; John Robins; Terrance Donnelly, trimmer; Michael Williams, trimmer; Alex. Scott, trimmer; James Bain, A.B.

GRANGEMOUTH.—H. Donnachie, fireman; R. Goodlad, A.B.; F. Lumberg, A.B.; J. Derrin, trimmer.

GRAVESEND.—Ernis Moisley, A.B.; F. Maxted, A.B.

HULL.—Thos. Robinson, S.F.V.E.; J. Cunningham, donkeyman; James Murphy, A.B.; Jno. Bray, S.F.V.E.; J. Matthias, trimmer; F. Smith, A.B.; W. Stannard, A.B.; J. W. Rycroft, A.B.; F. Cullen, A.B.; E. Dalry, A.B.; Thomas Rowbotham, S.F.V.E.; J. Hughes, S.F.V.E.; A. J. Houghton, S.F.V.E.; Geo. Deeny, A.B.; H. Sterling, fireman; Jas. S. Hawdon, A.B.; R. Jack, A.B.; Hans Soninson, A.B. Geo. Coulan, A.B.; M. Bryan, cook; W. Bell, trimmer; J. Maddison, trimmer; J. Hanson, A.B.; Geo. Gaskie, A.B.; J. Williamson, A.B.; Thos. E. Willis, trimmer.

LIVERPOOL.—Thos. Shields; J. V. Abbot, trimmer; Thos. Goudie, A.B.

LIVERPOOL (Boundary-street).—F. Smith, A.B.; Alfred Wm. Hayter, A.B.; Thos. Cheetham, A.B.; John Doyle, A.B.; Thos. Mackin, trimmer.

MIDDLESBRO'.—Jas. Gilleenay, fireman; Richd. S. Watters, M.R.S.; Thos. Keogh, fireman.

NORTH SHIELDS.—Thos. Waters, A.B.; Henry Yenson, A.B.; Erick Erickson, A.B.; Jas. Barron, A.B.

SUNDERLAND.—R. Stewart, fireman; T. Brown, trimmer; A. Dwyer, fireman; J. Truesell, A.B.

SOUTH SHIELDS.—E. Cathery, A.B.; F. Scheisir, A.B.; A. Rusbenstein, fireman; A. Waterson, A.B.; J. Grunlaw, fireman; D. Cay, fireman; A. Gabriel, fireman.

WEST HARTLEPOOL.—John Turnbull, A.B.; Peter McGratton, A.B.; James White, trimmer; M. Helley, trimmer.

WICK.—J. Simpson, A.B.; John Shuer, A.B.; James Charlesom, A.B.

WATERFORD.—N. Monaghan, A.B.; J. Ellickson, A.B.

### TOWER HILL BRANCH.

The members of this Branch are earnestly requested to attend the meetings of their Branch meeting nights, as addresses will be delivered by influential members. Also, to be more punctual in reporting themselves in the office if they fall into arrears through illness or no fault of their own, as the rules of the Union will be strictly enforced.

Meetings of the above Branch will be held at the Liberal and Radical Registration Rooms, 465, Commercial-road, on Thursdays at 8 p.m. All members are earnestly requested to attend, and keep their contributions paid up.—J. DONOVAN, Secretary.

### PORTSMOUTH BRANCH.

The seamen of Portsmouth are hereby notified that the undersigned is appointed secretary for Portsmouth, and will meet the members and those wishing to be enrolled at the "Sheer Hulk," The Hard, Portsea, every evening between 8 and 10. Branch meeting nights, every Monday evening, 8 p.m., at the same place.—All communications addressed to 33, Amelia-street, Landport.—JOHN FARQUHARSON, Secretary.

### NEWCASTLE-ON-TYNE BRANCH.

Members of this Branch are requested to attend the meetings, which in future will be held at the office, No. 5, Broad Chase, on Monday and Friday evenings, 7 p.m.

### DEPTFORD AND ROTHERHITHE BRANCH.

The Secretary will be at the office at 2, Chichester-villas, Lower-road, Deptford, every evening till 8 p.m. to enrol members and receive contributions.

### NOTICE TO MEMBERS.

James David Boyd, late secretary of the Glasgow Branch, having absconded with a sum of money, members are particularly requested, should they come across him, or be able to furnish any clue as to his whereabouts, to immediately communicate with the nearest Police Station, or with Superintendent, Police Office, Glasgow.—By order, J. H. WILSON, General Secretary.



JAMES DAVID BOYD.

## SAILMAKERS' STRIKE IN LIVERPOOL.

Upon hearing of the departure of Sailmakers to Liverpool, it is requested that the Secretary of any Branch of the National Seamen's and Firemen's Union will make the same known to the Sailmakers' Secretary of the port, who will at once wire the information to JOSEPH WITHERUP, Sailmakers' Association Room, New Quay, Liverpool.

## Seafaring.

SATURDAY, SEPTEMBER 12, 1891.

### LABOUR'S PROGRESS.

This year's Trades Union Congress has, at the time we write, hardly yet got through routine business and settled down to work, therefore it is obviously impossible to review its proceedings at present. But, although such notice must be left till next week, it is already certain that the Trades Union Congress of 1891 furnishes matter for much rejoicing on the part of all true Trades Unionists, if only because this year's gathering is the largest and most widely representative of its kind that has ever been held. Welcomed by the Mayor and Corporation of such an enlightened and important city as Newcastle-on-Tyne, reported and commented upon at length by even the capitalist papers, the Trades Union Congress of 1891 is treated with marked difference from the earlier meetings with similar objects held within comparatively recent years. To quote an approp-

private publication on the subject:—"When the idea of holding these annual assemblies originated, the Trades Societies of England were under a dark cloud of suspicion. They were assailed in Parliament, in the press, from the pulpit, and on the platform with a virulence seldom equalled, certainly never surpassed, in the history of public movements in this country. They had no representatives in Parliament to rebut the charges levelled against them. They had no status in the press, and only occasionally were they defended by men of ability, whose names and position ensured the appearance of their articles on the subject. The pulpit was closed against them, but the platform was left, and in this arena of debate their leaders were fairly able to hold their own. But even here obstacles had to be surmounted, for it was only with great difficulty that halls could be obtained for Trades Union purposes; and as for schoolrooms, whether for meetings or for the business of their societies or branches, blank refusals to let these premises for Trades Union purposes was invariably the order of the day. For a period of more than 30 years preceding the formation of the first Congress many attempts had been made to bring the various classes of workmen more closely together, with the view of combined action when found to be expedient or necessary." During that time much useful preparatory work was done, but it was not until 1868 that what may be called the first Trades Union Congress met at Manchester, when 34 delegates represented some 118,367 members. It was at the third Congress, held in London three years later, or in 1871, that Mr. Plimsoll stood up for the protection of seamen. It was in 1891, just twenty years later, that the Compulsory Load-Line Act became law, which fact gives some idea of the time that it takes to accomplish even the most vital and urgent reform without organisation. During seventeen out of those twenty years Mr. Plimsoll had not been able, although himself in Parliament much of the time and enjoying great influence, to get that much needed measure passed, simply because there was no Seamen's Union; but within three years of the establishment of the Union not only had Parliament passed this measure but the Government had otherwise listened to the seamen's claims. In this year of grace, 1891, when the delegates to the Trades Union Congress are numbered by hundreds and the Unionists whom they represent by millions, when civic dignitaries fête the delegates, and Parliament, press and pulpit alike recognise Labour leaders as powers in the land, it is a sharp contrast to look back to the comparatively recent years, which the middle-aged among us remember, when Trades Unionists were regarded as outcasts, and the funds of their Unions did not even enjoy the protection of the law. Great indeed is the change that we now see, and we may venture to predict still greater will be the change in the direction of improvement before the present century closes, provided that the same unity of purpose, self sacrifice and devotion to the cause which have won success in the past be also displayed in the future.

THE following has been picked up off Silloth; the message was in a bottle:—"Lost in lat. 50, and long. 60, brig *Morven*; the captain in open boat dying of hunger and thirst.—W. Lepper, A.B.; S. Mason, captain. Finder of this please send it editor of the paper."

## NAUTICAL NEWS.

A LARGE quantity of pine boards has been washed ashore near Maryport.

PHILADELPHIA's coastwise trade is spoken of as being in a most depressed condition.

ALLOA Harbour Trust has ceased to exist, the harbour having been bought by the North British Railway Company.

ON the arrival of the Dundalk steamer *Newry* at Ardrossan, the other day, the captain, Frank Jones, was found dead in his berth.

A TOWER is presently being erected near Dunollie Castle, Oban, where will be placed a guiding light for vessels entering the narrow channel at the northern end of the bay.

A BOTTLE has been picked up on the beach at Hushby containing a slip of paper, on which is written, "Scholar *Elen Marie*, from Bergqvist, was lost in the North Sea."

QUANTITIES of boards are washing ashore all along the north-west and north coasts, from Draught to Arcona. It is rumoured here that a vessel has sunk at Mon. If so, the boards may come from her.

A NEW American line of steamers connecting Philadelphia with Cuba, Progress, Vera Cruz, and other Gulf ports, is expected to begin operations in November. The line will receive no subvention.

SOME interest has been created in the proposal by certain English capitalists and traders to form a fishing company to operate on the Irish coast, where it is supposed a comparatively virgin ground can be found to supply the deficiencies of the over-fished North Sea.

BRITISH steamer *James Turpie*, 1,732 tons, of North Shields, bound from New York for Malmo, which arrived at Falmouth Sept. 5, reports having encountered severe weather, in which the mate and the steward were washed overboard, whilst other members of the crew sustained injuries.

THE Norwegian ship *Parthena*, at Greenock from Quebec, experienced a rough passage of 28 days. During the heavy storm on Aug. 31 a sea broke on board, sweeping from stem to stern, carrying overboard two boats and a quantity of the deck-load cargo, smashing other two boats and a portion of the bulwarks. Fortunately none of the crew were injured.

THE whaler *Active* has arrived at Dundee from the Greenland seal and whale fishing. Her catch is three black whales and 450 old seals, which will yield about one ton of whalebone and 35 tons of oil. Whales were seen, but owing to the stormy weather they could not be secured. A Danish exploring party was seen to be landed by the Norwegian whaler *Hecla*.

THE arrangements are now complete for the establishment of the naval pigeon service. Dove-cotes have been erected at all the naval ports on the south coast, as well as at St. Mary's, in the Scilly Isles, and the carrier pigeons will be utilised in the naval manoeuvres of 1892. The "homeing" station in the Scilly Isles has already four hundred pairs of birds, and two men are engaged in looking after them.

AT Ilfracombe on Monday night some excitement was caused by the report that the Bristol passenger steamer had met with disaster. She left Ilfracombe at five o'clock with about 300 passengers for Weston and Bristol. When off Comb Marten a steam pipe burst, and she became helpless. After some time two tugs went to her assistance, and eventually brought her back to Ilfracombe, where she arrived at 7.30. No injury was sustained by anyone on board.

A NEW plan has been devised by the Admiralty for stimulating and simplifying the entry of shipwrights to the Navy. Carpenters in charge of ships being built by contract at the various seaport towns are to be directed to take such steps to raise shipwrights as may be possible without giving cause for complaints to the firms at whose yards ships are in course of construction for the Government. Candidates are to be medically examined, and if found satisfactory they are to be examined as to their trade qualifications and passed into the reserve. At present there is such a dearth of ship carpenters that much of the Government work is seriously delayed.

IT is stated that the necessary steel for two Cunarders has recently been placed at Glasgow.

WHEN the fortifications in course of construction at Haifa are completed, the harbour will be practically impregnable.

IT has now been decided to open the Ardrossan new harbour works on Oct. 20, and no efforts are being spared in pushing forward the work.

NEGOTIATIONS are proceeding between the owners of the shipbuilding yard at Montrose, now unoccupied, and several gentlemen, with a view to reviving that industry.

DURING the past week there were reported as having arrived in the Clyde from foreign ports 29 vessels of 29,083 tons, as compared with 24 vessels of 27,955 tons in the previous week.

THE steamer *Empress of Japan*, during her last voyage to Hong Kong, rescued 12 Chinamen from a raft in mid-ocean. Most of them when found were exhausted and nearly dead with thirst.

E. WATERS, second engineer of the *Thornaby* steamer of West Hartlepool, has been charged at Hull with misconduct and drunkenness. The charges were proved, and his certificate was suspended for six months.

THE *Victoria*, s. arrived at Rouen from Spain, reports having passed in 46° N, 7° 30' W, the wreck of a large vessel floating on end, with only the bow out of water. The wreck was in the fairway for vessels between Ushant and Flousterre, and very dangerous to navigation.

THE *Nankin*, the very ancient receiving-ship at Pembroke, is about to be removed. The change will probably take place at the end of the present year, and in future the officers and the invalids berthed on board will be accommodated in the dockyard.

A HEAVY liability has been incurred by London underwriters through the loss of the *Dunmurry*, which is reported as capsized in the Atlantic whilst on a voyage from New York to Antwerp. She was a fine new steamer, built this year, of 2,592 tons gross, owned by Messrs. Boyd Bros. & Co. and is valued, we believe, at £32,000, and insured in London at 8 guineas per cent. for twelve months.

EXPERIMENTS on an extensive scale were commenced at Friedrichsort, Sept. 3, in protecting the land forts against a sea attack by means of submarine mines. In consequence of the danger thus created for navigation, all merchant vessels passing Friedrichsort will have to take a pilot on board until the 5th inst., when the mines will be removed. The evolutionary squadron proceeded to the outer roadsteads this morning.

THE *Oberk*, s. from New York at Liverpool, reports: On Aug. 31, in lat. 45° 49' N, long. 31° 58' W, passed a barque waterlogged. The vessel was painted black, with a yellow stripe, and had bowsprit and part of jibboom, fore lower mast and topmast and part of topgallant mainmast broken at the head, the mizenmast standing; had a forward house, painted white; and had rather a long name on her bows, but could not make it out. Could see no one on board, and the seas were washing right over her. The vessel was about 1,200 tons.

THE brigantine *G. L. Waters*, of Workington, is still at anchor in the Downs, although the large fleet of coasters and other vessels have sailed. Between 11 and 12 o'clock, Sept. 3, cries were heard proceeding from the Downs. One of the Deal boats was launched, and soon discovered the boat of the *G. L. Waters*, containing the captain, seated in the stern with his little boy in his arms, and two of the vessel's crew, one a lad about 17, and the other a strong, big sailor, who was mad with drink, and was making efforts to stab the other occupants of the boat with a large sailor's knife. The deal boatmen could do nothing, nor could the police whom they fetched, and the drunken man having thrown the oars overboard, the boat was allowed to drift. It was subsequently found off Broadstairs. The captain and his son have returned to Deal.

"Ah, you don't know what musical enthusiasm it is!" said a music-mad miss to Tom Hood. "Excuse me, madam," replied the wit, "but I do. Musical enthusiasm is like turtle soup; for every quart of real there are ninety-nine gallons of mock, and calves' heads in proportion."

Improving the play. "Well," said Razorpen, more kindly than was his custom, "I can tell you how you can improve the play a little." "How?" asked Inkwell, gratefully. "You see, you kill the villain in the last act." "Yes." "Well, that is good. Now make him kill all the other characters in the first."

# SAILORS' AND FIREMEN'S UNION.

(From Special Correspondents.)

## LONDON DISTRICT.

The usual weekly meeting of the Tower-hill Branch was held Thursday, Sept. 3, Bro. Marsden, vice-president, in the chair, there being a good attendance. Bro. Naylor, outside delegate, was unanimously elected to represent the Tower-hill Branch on the Federation of Trades and Labour at the Limehouse Town Hall. Twenty-two new members were admitted in the usual manner. The minutes, correspondence, and weekly statement were next read and submitted to the meeting, and were adopted. Various other matters in connection with the Branch business were transacted.

The Tidal Basin Branch held its usual weekly meeting on Sept. 4, Bro. A. McAlister in the chair. The secretary reported eight new members enrolled for the week, and on the motion of Bro. Ward, seconded by Bro. Sidaway, they were admitted as members. The secretary then read out the correspondence, which included letters from South Shields, Sunderland, the Union solicitor, and from the Wilson Line of steamers. Bro. Wilson then came before the meeting to have his card cleared, he having been laid up in hospital some considerable time. It was proposed by Bro. Tranter, seconded by Bro. Robinson, that Bro. Wilson's card be brought up into compliance; carried. Bro. Whale's card was also put forward under the same conditions as Wilson's, but he not being present to explain, it was resolved to defer it till next meeting.

There was a very good attendance at the meeting of Grays Branch, on Sept. 1, Mr. Longman presiding. The names of two candidates for membership were submitted, and accepted. The income of the Branch was reported to be rising steadily, also, in number's week after week. This is highly creditable to those members and officers who have worked hard for the welfare of the Branch ever since its formation. Some of our members (so-called) still visit the Queen's Hotel on meeting nights, but have evidently forgotten the way upstairs to the meeting-room. Instead of assisting their brethren in supporting the Union, that has done and is doing so much for them, they prefer to invest their spare cash in beer. They cannot afford 6d. per week out of the increased wages that has been obtained for them by the Union, but they can afford to waste three or four shillings per week on intoxicating drink, and yet they still call themselves sensible men. The oft quoted saying, "drink is an enemy that man puts down his throat to steal away his brains," is hardly applicable in their case, as, judging by their conduct, they have very little to steal.

The usual weekly meeting of the Green's Home Branch was held on Tuesday, Sept. 9, Mr. O. Curtis in the chair. The financial statement for the week was received with general satisfaction, the Branch being in every way as solid now as at any previous time. There was a good attendance of visiting brethren from non-local Branches, and they were greatly pleased at the business-like and orderly manner in which the affairs of this Branch were conducted. Votes of thanks to the visitors for their attendance were passed, and were suitably acknowledged by Mr. James Hawkins, Tidal Basin Branch. In order to show the Branch's approval of the action of the general secretary in requesting that all vouchers for cash payments should be forwarded quarterly to head office. The following resolution was carried:—"That it be an instruction to the Branch secretary (A. Mercer) to forward each week his cash vouchers to the head office for examination, and that the general secretary be requested to notify the Branch of any neglect on the part of the secretary in not forwarding regularly each week his cash vouchers, non-local collected for other Branches, and his weekly returns, duly signed by the chairman and treasurer on behalf of the Branch. Our friend SEAFARING was also brought before the notice of members. The secretary expressed the hope that each member would feel it his duty regularly to take a copy of SEAFARING, the editor of which (Mr. A. Cowie) was devoting his whole energies to advance our cause and improve the condition of seamen. SEAFARING could be obtained at almost every newsagent, and a box with copies was regularly stationed at the shipping office, Poplar. It has been said that it did not suit officials who are not doing their duty, to let members read SEAFARING. That might be true, but all he wished was that every member of the Green's Home Branch would

become a subscriber to SEAFARING, and regularly read it. An appeal was received from the Hammermen's Union on behalf of their men on strike at Messrs. Samuda Bros. and the Thames Iron Works. As the Branch is about to federate with all river-side trades, £3 was voted. The meeting adjourned at 10 p.m.

The Deptford and Rotherhithe Branch is once more in a flourishing and sound condition, and is steadily increasing its membership and finances, and we are very glad to be able to say that the members are rallying once more around the Union flag. Meetings of this Branch are held on Mondays and Thursdays at 7.30 p.m., and all members are earnestly invited to attend.

## MERSEY DISTRICT.

The Boundary-street Branch held its regular weekly meeting on Wednesday evening, Mr. Connell being elected chairman. The secretary stated that the Liverpool No. 1 and Bootle Branches had adopted certain bye-laws for the purpose of proving that the objects of the Union were what they are represented to be, viz., to supply a better class of men than could otherwise be obtained, who would join sober and fit for duty, and be thoroughly capable in their respective departments, and that the several lines agreeing with the Union to furnish them with men would receive guarantees to that effect, and that all delinquents would be penalized. Mr. McGovern stated that personally he did not approve of all the fines as laid down. But he did not wish to say anything in the matter to bias the members one way or the other, although he thought the secretary should be fined £3 for a dereliction of duty, as well as the sailor or fireman. Messrs. Connell, Muir, Coveney, and Devaney also discussed the matter, and on the motion of Mr. Coveney, seconded by Mr. B. Redner, the subject was deferred for four weeks. The secretary then stated he had some pleasant news, viz., that he had been to the Alexandra Dock, Bootle, that morning, and that on one of the prominent Western Ocean Boats he and Mr. Ham (one of the Bootle delegates) were called upon to furnish Union men. The secretary having sailed with the second officer and boatswain, and being known to them, might have been the cause of it, but still he was glad to say that in spite of short notice he obtained the men for the deck department, and by the time the ship would leave here again he would be a Union steamer in every department. Mr. Ham was untiring in his efforts to obtain a thorough Union crew, and he (Mr. McGovern) had no hesitation in saying that ere many months, nay, even weeks, the vessels of that Company would be manned by none but Union men. The Chairman said he was more than pleased to hear what the secretary had stated. He had only seen the secretary twice before, but he had heard of him in distant climes, and he thought that in their secretary they had the right man at the wheel just now. Mr. Devaney moved a vote of thanks to Mr. McGovern and Mr. Ham for their promptitude. This was seconded by Mr. Crook, supported by Mr. Muir, and carried unanimously. A vote of thanks was passed to the chairman and visiting members, after which the meeting adjourned.

The usual weekly meeting of the Birkenhead Branch took place on Monday, 7th inst., Mr. James Farrell presiding. The meeting was well attended. The correspondence and financial statement for the week ending Sept. 5 were accepted on the motion of J. W. Taylor, seconded by A. Fyfe; whereupon the names of new members enrolled during the week were read over and accepted on the motion of R. Rogers, seconded by G. Povey. The bye-laws as passed by the Liverpool Branch (South) were brought up for discussion, and after a somewhat lively debate, it was moved by T. E. Cook, seconded by R. Rogers, that the bye-laws as submitted be not entertained. Carried. The question of scabbing during the strike of 1889 was then discussed, and after various members had expressed themselves respecting the penalties inflicted by the various Branches, it was decided, on the motion of A. Fyfe, seconded by T. E. Cook, that those members who have not yet paid the penalty for scabbing during the strike of 1889 be hereby called upon to do so, and those who have paid part of same be called upon to pay the balance without delay. The question of "runs" was discussed at great length, as to who should and who should not be entitled to the first call in the event of an order being sent to the Branch office for men to go in any vessel by the run, when it was decided in future to give preference to members who produce the best paid-up cards, irrespective of their length of time out of employment. The change of meeting night for this Branch is undoubtedly an improvement on the old system of meeting on Wednesday, the attendance since the alteration to Monday being satisfactory. Members are requested to note that when

possible they should attend the Branch meetings, in order to assist in the transaction of business failing to do so without a reasonable excuse, they will be fined sixpence. Remember, that by strict adherence to rules you will assist in keeping Cheshire on the ball.

The weekly meeting of Liverpool No. 1 Branch was held on Sept. 8, Mr. T. Tittley in the chair, and Mr. J. Alfreds in the vice-chair. The financial statement was adopted, on the motion of Mr. McCoy, seconded by Mr. McGill. The new members enrolled during the week were accepted, on the motion of Mr. J. Alfreds, seconded by Mr. M. McDermott. A question as to a uniform rate of wages was discussed, whereupon Mr. J. Henson moved that the time has arrived when, if possible, a uniform rate of wages be enforced, and that the E.C. be requested to take steps to obtain the same. This was seconded by Mr. B. Croft-r, and carried. On the subject of death benefit versus legal assistance several members spoke, and Mr. Bernard moved a resolution declaring the desirability of legal benefit being retained. This was carried, on being seconded by Mr. McGill. Regarding T. Parker, 5,513, deceased, Mr. J. Hewson moved that Mrs. Parker, the mother, be granted a sum not exceeding 10s. from the poor box, seconded by Mr. Milhoory. Mr. Fay then read his report, which was accepted.

There was a very good muster of members at the weekly meeting of the Bootle Branch on the 8th inst., Mr. Joo. Lynas, vice-president of the Branch, in the chair. The proposed bye-laws (which appeared in SEAFARING some weeks back) were then fully discussed and finally the meeting decided to reject them. A committee was formed to draw up some fresh bye-laws, and the following were elected to serve on it:—Messrs. Hepburn, Laurie, sear., Laurie, junr., McArle, Fitzsimmonds, Pritchard, McNulty, Campbell, Roberts, Lynas, Grant, and the officials. Several members gave short addresses, Mr. Fitzsimmonds urging the members to support any labour candidate put forward for the municipal election in November next. Supporting a party politician would do no good to the working classes. What was wanted was labour representation, and then we should have a chance to obtain better conditions. He asked the members not to fear defeat, as it was better to fight and be defeated than not to fight at all, and by fighting we gain experience, and they knew then exactly how they stood, and were better prepared for the next battle. In conclusion he urged members to give their support to the Bootle Branch of the Labour Electoral Association. The meeting then adjourned.

## GLASGOW BRANCH.

At the meeting held in Typographical Hall, 102 Maxwell-street, Monday, Sept. 7, Bro. Duffy in the chair, the minutes of last general meeting were adopted. No committee being held on the Friday previous the secretary strongly commented upon this, as he wished to bring forward some questions of vital importance. At this early stage of his career he was very sorry that this should have happened. As he had a lot of new schemes for the better working of the Branch, he would like to have the committee's assistance and views on such matters at all times, but he hoped he would not have occasion to refer to such neglect again. The balance-sheet for the week ending Aug. 29 was read, and Bro. Bryson, on comments being asked for, inquired of the secretary was it correct that this Branch had to defray the expenses of the Waterlow Rooms for Mr. Wilson's meeting during his tour through the various Branches of the Union; and the Branch not having sent for him at that particular time, was it Branch business he came here upon or his own? After some comments, Bro. McLean moved, and Bro. Bryson seconded, that the secretary be instructed to write at once to head office, to see if the general funds pay the expenses of the same. No amendment being moved, this motion, as also the balance-sheet, was now passed without further comment. Correspondence was next read from the general secretary, also from Mr. Kenny, Birkenhead, agent a sailor who sailed from Glasgow in the City of London, who claimed to be a member of the Greenock Branch, but who turned out to be a Glasgow member considerably in arrears. Mr. Kenny, when all else failed, forced him when on the point of sailing, to write out an I. O. U. for the amount of arrears due, which we intend to make him pay as soon as the ship arrives in Glasgow. A letter also was read from Mr. Barrie as to taking the hall for our weekly meetings, intimating when we could see the same. Mr. Bryson was proposed, along with Mr. McInnes and our secretary, to view the hall as soon as possible and to get arrangements made for opening of the same without delay; 300 posters and 1,000 handbills to be ordered at once announcing the opening of our new

hall, the secretary being instructed to invite some of our leading Trade Unionists to come and assist at our inauguration meeting and spend a harmonious evening. This was moved seconded and carried unanimously. Another communication from the secretary of Birkenhead was read, and two of our members who were charged with having misconducted themselves whilst there. After an explanation from the two members, who were present, Bro. Bryson moved, and Bro. O'Neil seconded, that the complaint be not entertained, and that the secretary write an answer to the complaint at once; carried unanimously. The secretary in bringing forward the next item of business referred to the inconsiderate conduct of some of our members while in the Branch offices. Seeing that we were in course of putting our house in order, it might be as well to begin at the beginning by establishing a code of rules for the better guidance of the members and officials, and he had no doubt that should the members present see their way to adopt them, much petty annoyances would be avoided in future. The rules were then submitted and highly approved of by members, and unanimously adopted on the motion of Bro. Cartwright, seconded by Bro. Walker. It was decided that the rules be printed and hung up at once. Bro. Bryson now commented strongly on some of our unpaid officials, especially on the conduct of the Branch president, who, while our head officials are here, never fail to attend our Branch meetings, but immediately they are gone are rarely ever seen at a meeting. These sentiments were endorsed unanimously by the meeting. After some discussion regarding the delay of the annual report, the secretary suggested that we have a rule book of bye-laws printed for the guidance of our Branch in its entirety, framed according to general rule. Bro. McKellar moved, and Bro. Walker seconded, that the suggestions be adopted and carried into effect at once. Carried. The following additional committee men were proposed and carried, viz.: John Clark, John Tait, and John Fyfe. This concluded a good business meeting.

#### WEST HARTLEPOOL BRANCH.

The secretary writes:—"I herewith forward a letter sent me by one of the crew of the s.s. *Charles Steels*. You may possibly find room to publish the names of those who subscribed so generously. The amount, I may say, has been handed over to the widow by the owners, and very handsomely supplemented by them." The letter referred to is as follows:—"Colonel, Chile, July 23, 1891.—Dear Sir,—I now take the liberty of writing these few words to you on behalf of the crew of the s.s. *Charles Steels*, of West Hartlepool. I have no doubt you will have read about the death of our second engineer, Mr. T. Kerr, of East Hartlepool. He died on our passage from Liverpool to Valparaiso, and we, as members of the crew, have sent through our chief officer, Mr. W. Speck, a subscription amounting to £20 to Messrs. Lilly and Wilson's office, and we, as members of the Union, would be greatly obliged if you would make inquiries as to whether the widow gets the money or not. Hoping you will oblige, I remain, yours truly, A. C. FREEMAN, cook, 1, James-street, West Hartlepool.—The following is a list of the names of the subscribers, which you might oblige by putting into your splendid paper, SEAFARING:—Mr. Bards, chief engineer, London, £3 10s.; Mr. Speck, chief officer, West Hartlepool, £3; Mr. Goodsir, second officer, Liverpool, £1; Mr. McDonic, third engineer, West Hartlepool, £2 10s.; Mr. Robinson, steward, West Hartlepool, £1 10s.; Mr. A. Freeman, cook, West Hartlepool, £1 15s.; Mr. Johnson, boatswain, Shields, £1; Mr. Bankier, d'man, Liverpool, £1; Mr. Kelly, sailor, Liverpool, £1; Mr. Bards, assistant-steward, Liverpool, 10s.; Mr. Marr, fireman, Liverpool, 3s.; Mr. Wilson, fireman, Liverpool, 3s.; Mr. McIntyre, fireman, Liverpool, 3s.; Mr. O. Voss, second engineer, 10s.; total, £20.—Address of the widow: Mrs. T. Kerr, Town-wall, East Hartlepool."

#### GRIMSBY BRANCH.

A special meeting was held on Sept. 7, for the purpose of taking nominations for the secretaryship of the Branch, consequent upon Mr. Young being transferred elsewhere. The ballot then was counted for the re-election of outside delegate. The result was declared by the president as follows:—Noes, 65; ayes, 53; spoilt votes, 3. Geo. Ide is, therefore, no longer outside delegate for Grimsby. Branch members abroad, please take note. Nominations were then taken for the secretaryship as follows:—John W. Harvey, proposed by Bro. Lauchlan, seconded by Bro. Cole; Geo. T. Brock, proposed by Bro. Bell, seconded by Bro. Collins; W. Bennet (secretary Lynn Branch), proposed by Bro. J. Kirkley, seconded by Bro. W. Pearson. The ballot will remain open until Sept. 21. The meeting then adjourned.

#### PETERHEAD BRANCH.

The whalers, *Hope*, *Windward*, and *Eclipse*, have arrived and the crews been paid off almost to a man. Nothing was paid them on arrival. They did not go in for the scale of wages which they adopted some weeks before they left, and they now see the result to their sorrow; 35s. to 50s. per month tries the most economical wife to make both ends meet. Last year there were 10 home steamboats for one here this year for herring. Foreign competition and fewer herrings caught are the reason. The wages of this port are 32s. 8d., but when any of the crews wished the rise they were told that, although a crew of Union men could not be got here for less, yet a crew could be got in a few hours to take their places. A determined stand was to be made last Saturday, but the organising secretary's advice was taken, and a 30s. boat went on the same articles. A special meeting was held on Saturday, when the Greenland seamen and those who are from the fishing had a good deal of work to go through. First to elect a local secretary in place of Mr. Guthrie who was elected *pro tem*. When their late secretary, Mr. Rennie, left for the organising department, Mr. Edward Buchan, seaman, was unanimously elected. Mr. Buchan has seen a good deal of service, and will look after the men's interest. The members will please note the change of address for contributions, and also change of monthly meeting, from first Tuesday to first Thursday of the month. It was unanimously agreed that no member of this Branch ship here below 32s. 8d. per week or £1 per month in monthly sailing vessels. Two members were fined 5s. each for sailing at 30s., other two were reported as having 30s., when they informed the secretary they had 32s. 8d. The next important question was—How do the expelled members stand on the books? Mr. Rennie explained that it was his duty to inform the Executive, yet he never had done so; and, therefore, he was in fault, but seeing the men had all returned from Greenland who were expelled, and they had only 40s. to 50s. per month, he wished the members to take a more favourable view of the matter. He thought the men would be better in future. It was unanimously agreed that the sentence of expulsion be remitted. Shipwreck claims were paid to Elias Giles, A.B., and James Rennie, A.B. Two new members were enrolled. The contributions for the week were £6 14s. 3d. Mr. T. D. Rennie, organising secretary, then addressed the meeting on the following subjects:—"Masters, owners, and men I have met," "N. P. discharges," "Weekly and monthly wages," "Parliamentary representatives," "Why should members not pay three months in advance?" "Levies, the benefit of paying them," "Members who are fined," "Foreign steamboats, their food, wages and freight," "Trust your leaders," and "Why not buy SEAFARING?" After a discussion of two and a-half hours the meeting dispersed.

#### CARDIFF BRANCH.

The usual meeting was held on Monday, Sept. 7, Brother Atkins in the chair. After the reading and acceptance of the minutes of the previous meeting, reference was made to the suspension of Mr. Chubbs from his office as Branch secretary. In speaking on this point Mr. Chubbs said he considered it unfair that he should not have been summoned to this meeting that he might have an opportunity of defending himself. The assistant-secretary, in reply, stated that a resolution was passed at the previous meeting that the Branch secretary be summoned with the usual formality. After the motion had been carried, Mr. Chubbs himself entered the room, and in his presence his suspension from office was moved and carried, thus rendering any summons unnecessary. Bro. Chubbs strongly animadverted on the conduct of Bros. Tucker and Francis for having taken so prominent a part in the discussion relating to his suspension. The former but a few weeks back, in coming for his wages to the office tore the badge off his cap and made remarks that were not consistent with his position as an official of the Union, and Tucker had gone away in debt to the Union to the amount of £2. For any fault he (Mr. Chubbs) might have committed these men should be the last to throw stones at him. Brother Dunn remarked that this was not the time to bring such charges against Tucker and Francis. It should have been done immediately after the committing of the offences alleged against them. Attention was then given to the correspondence received during the past week, the assistant secretary remarking, relative to the nomination of a Branch secretary in place of Brother Chubbs, suspended, that he was authorised to state that Mr. Gardner, the district secretary, would allow himself to be nominated. To this several members objected as Mr. Gardner would thus be holding two offices. Brother Dunn,

however, moved the nomination of Mr. Gardner to the office of Branch secretary, and this was seconded by Brother Chubbs, Brother Currin moved and Brother Flinn seconded the nomination of Brother Stocker, and this was supported by Brother Brooks. The assistant secretary, Mr. F. Wilson, was nominated by Brother Denning and seconded by Brother Campbell. Brother Neilson was proposed by Brother Dunn and seconded by Brother Bush, and Brother Tucker by Brother Dewey, seconded by Brother McCarthy. The election will take place at the next Branch meeting on Monday, the 14th instant. It was unanimously agreed that a vote of thanks be given to Mr. Perry, the landlord of the Wyndham Arcade Hotel, by whose courtesy the Branch meetings had been held so long there. It was felt that as the Pelican Club, or rather the Union Home in Hope-street, had a commodious room suitable for meeting purposes, it would be better for the future to hold their weekly meetings there. It was suggested by Bro. Stocker that the secretary find out whether the expenses of Mr. Wilson in prosecuting some of the boarding masters of the town of Cardiff for perjury on the occasion of his late trial should be paid by the Union or by the Crown. A motion that any member having any complaint should hand it in to the office in writing was lost. An amendment that such a proposal be not entertained was carried by 20 to 8. A long discussion then took place on Bro. Tucker's proposal that a code of bye-laws should be drawn up for the Branch, but the matter eventually fell through without any decision. In reference to a letter received from the general secretary intimating that it was his desire that copies of SEAFARING unsold should be carefully distributed among foreign-going ships, and put in other places where the interests of sailors needed furthering, it was proposed by Bro. McCarthy that a copy should be sent to the Foreign Mission Hall. This was objected to by Bro. Stocker, on the ground that owing to the known bias of the place to the side of the ship-owning fraternity, it was useless to send SEAFARING there, as it would never receive the attention due to it. It is greatly to be hoped that the general secretary's wishes will be carried out to the fullest possible extent on this point, as it is most important that sailors abroad should be kept acquainted with the condition and doings of the Union, now that so much is being done by its enemies to discredit and flout it. A resolution was unanimously adopted, that in future all meetings of the Branch should be reported to SEAFARING, and that the secretary should be fined for non-compliance with its terms to the amount of 2s. 6d. for the first offence, and 5s. for the second. The assistant-secretary was instructed to see the resolution carried into effect. This closed an important and eventful meeting.

#### DUBLIN BRANCH.

At the usual weekly meeting Bro. J. M. Maxwell occupied the chair. Correspondence was read and commented upon. Bro. M. Murphy brought up for the consideration of the committee the case of Bro. A. Pugh, who is very sick, and in need now of a little assistance. This was the first time he had ever appealed to the Branch, although he has been sick for over three months, and is one of our best members, always willing to assist others while he was in work. It being considered a very deserving case it was proposed by Bro. F. Roche, and seconded by Bro. Herbert, that Bro. A. Pugh be lent £1 out of the Branch management fund. Carried unanimously. The chairman then referred to the subscription that was started for Bro. Caffey's widow and hoped that every one would give their mite. It was agreed that the contribution box in the office be opened in fourteen days' time, and the amount forwarded to the widow.

#### SOUTHAMPTON BRANCH.

The weekly meeting took place on Tuesday, the vice chairman presiding. Bro. Chappel, the outside delegate, gave his account of the banner fund, and reported that the sum of £3 1s. 7d. had been collected since last meeting, including s.s. *Clyde* £1 8s. 6d., s.s. *Trent* 8s. 2d., s.s. *Tartar* 15s. 7d., from a friend outside 10s. 6d., Mrs. Griffin, Welsh Harp, 1s., the sum in hand amounting to £10 7s. 6d. The next business was to present regalia to our late outside delegate for his past services. This was made by Mr. Midgeley, president of the Southampton United Trades and Labour Council, who said that he had a still greater pleasure in making the presentation from his personal knowledge of the recipient as a thoroughly upright and persevering Unionist. He went on to speak of his past record, and the progress of our Union in general. Bro. Stone, in acknowledgment, cordially thanked Mr. Midgeley and the members of the Branch for

their mark of appreciation, and said that rumours were being circulated that he was turned out, but as a matter of fact he was re-elected without opposition, but he gave notice to leave on purpose to allow the seamen to have one man in office, as he did not think it right for two firemen to hold office and no seaman. The presentation consisted of a handsome silk sashette with N. A. S. & F. U. in gold embroidered letters, and the Angel of Concord and Friendship above and below, the whole being executed by George Tutill, of London. Mr. Goodridge also addressed the meeting on the advantages of combination, and a hearty vote of thanks was given to Mr. Mitgeley and Mr. Goodridge. The Royal Mail Company have given their men the new scale of provisions.

#### SUNDERLAND BRANCH

This Branch met on Sept. 8, Mr. E. Goodfellow in the chair. The secretary said they had every reason to feel satisfied with the result of the meeting held in the Assembly Hall the previous night, the speeches of Mr. Keir-Hardie, Ben Tillie, J. O'Connor, J. Burns, and J. H. Wilson, having a telling effect. A motion on the eight hours' legal enactment was carried, only one hand being held up against it in a crowded meeting. He was thoroughly convinced that nine out of every ten working men were in favour of a legal eight hours day, so that suffering and destitution might be averted in the future. Mr. Lonsdale said he had received that week from the crew of the *Surbiton*, s. per Mr. J. G. Budd, a subscription list towards Mr. Maxwell's testimonial, amounting to £1 5s. 6d., a very handsome sum from only a small steamer. The officers also subscribed to the list. He had also received 7s. 6d. from the crew of the s.s. *Longnewton*, which was very handsome. This is rather a busy week here in the North, owing to the Trades Union Congress, all societies availing themselves of the privilege of being here. Shipping is in a very dull state, but contributions come in very well considering this fact.

#### HULL BRANCH.

The usual weekly meeting of this Branch was held on Sept. 7. The minutes of the last meeting, the weekly balance-sheet, and the bill for the week were laid on the table for inspection, and were all duly confirmed. The secretary read a letter from the Tyne Lifeboat Institution, granting the use of the old Tyne lifeboat. The superintendent was summoned, and described the boat. As she was so old, he thought that he would not be justified in taking her. The meeting, however, cheered up over the next letter, from Mr. Fowler, Tidal Basin Branch, stating that he had sent on the *Neptune*, with all the gear, which had arrived that afternoon. Mr. A. McAllister, President of the Tidal Basin Branch, the delegate to the Congress, offered his services to assist and have the *Neptune* put in order. This was an agreeable surprise to the meeting, and his offer was gladly received. The *Neptune* had been well received by the public in London. He would do his best to make it as popular in Newcastle. T. Clements moved that the best thanks of this meeting be tendered to Mr. F. Fowler and the men of the Tidal Basin Branch for their kindness in sending us *Neptune's* gear, and also to Mr. A. McAllister for his kindness in offering to assist. This was seconded by W. Jewells, and carried with acclamation. Eight new members had been enrolled during the week. All members in port are to be in Newcastle at 2.30 on Saturday, for the Trades Union demonstration. A vote of thanks to Mr. R. McCarthy for presiding closed the meeting.

The following is the report of the night watchman at the "Waiting Rooms" from August 17 to September 7:—Shipped from the waiting rooms, monthly and weekly, 40 sailors, firemen, stewards, cooks and engineer-stewards; accommodation found for bags during that short period, 69; parcels left for sailors and firemen, 29; letters written by sailors and firemen, 58; destitute sailors and firemen, 12, all told, all shipped and back arrears paid up; ships boarded, 72; copies of SEAFARING and other literature given away gratis by the Union, 72 parcels; "Scabs" stopped from shipping 28 (mostly dockyard men who are "Scabs" to their own Unions). Men taken out of ships and lodged in comfortable houses, 16 (4 out of that 16 were not Union men, but all have joined the Union since. They said that our flag is the truest flag, and confessed that the Federation is a bogus trap which they could see would soon bring them to slavery); letters received for members and taken aboard, 23; advance notes taken for the benefit of members, £26; some of that having gone to the Union; members joined through getting ships, 5; four away promised to join when they came back; six bags were taken out of ships during the night, belonging to men who lost their passages,

and who never knew about it till they received post cards informing them of it, which is a proof of the benefits we are extending from this Branch to abolish "Scabbing." Mr. J. Wilson, general secretary, inspected our "Waiting Rooms" last Monday week, and he was highly pleased and satisfied with the great improvements we had made.

The usual weekly meeting, was held in Unity Hall, Mr. T. Ward in the chair. The weekly balance-sheet gave great satisfaction, the number of members enrolled for the week being 22. Messrs. Brown, E. Watson, G. Hodgson, W. Rushton, and P. Jennison, were appointed to wait on the election committee of the Hull Trades Council, with a view of assisting in the election of Mr. J. B. Butcher, the secretary of the local Seamen's Union, who has been selected to contest the Queen's Ward as a labour candidate at the November municipal elections. We hope to see him returned to the Hull Town Council with a thumping majority.

#### DUNDEE BRANCH.

The weekly meeting was held on September 7, Mr. J. Jenkins, president, in the chair. Correspondence was read from the head office acknowledging the receipt of £240 0s. 10d. due to the head office for the quarter ending July 4; also from North Shields giving intimation of a strike of the riggers employed at Armstrong's works, Newcastle-on-Tyne; and from Manchester re sketches for our banner; also from Burntisland on local matters. A discussion arose, owing to a member asking the secretary, when he expected the suggested alteration of the rules from the head office, the upshot being that the secretary was instructed to write to the head office asking when the rules may be expected, as several of the members were of opinion that they should have been sent before this, so that the members could have two or three meetings to consider any suggested alterations. A discussion took place regarding labour representation in the House of Commons, which brought a pleasant and instructive meeting to a close.

#### LEITH BRANCH.

The general meeting of the Branch was held on Thursday Sept. 3, Bro. Green presiding. Correspondence was read from the general secretary which caused some discussion, and several other matters were discussed. It was agreed that as many of the members as could possibly attend, should meet at the office on Monday night in order to hold a committee meeting on subjects of importance, and the meeting terminated at 10 p.m. We had a visit from Mr. A. Cowie, editor of SEAFARING on Saturday. We regret that owing to the short time available for arrangements, we were unable to have a meeting to welcome him to Leith, but we hope next time he comes, to have a large turn-out of members.

#### NEWCASTLE-ON-TYNE BRANCH.

At a general meeting held on Sept. 7, Mr. McNally, vice-president, occupied the chair. Mr. Dunn read the correspondence, which after some discussion, was adopted. Four banner-carriers were appointed for the Trades Union demonstration on Saturday, the 12th inst. After some further discussion the meeting terminated with a vote of thanks to the chairman.

#### ABERDEEN BRANCH.

The regular weekly meeting was held on Sept. 7, Mr. R. Maudon, vice president, in the absence of the chairman (at the Trades Union Congress), presiding. There was a good turn-out of the members, the meeting throughout being most enthusiastic. The secretary gave a brief résumé of the work done for the past ten weeks. During the first period there was a strong reaction the wrong way, but now he was pleased to state that things were taking a decided turn for the better, and that members were getting more attentive, the payments being on the increase, which is far and away the best possible evidence of progress. It was intimated in our report last week that those in arrears were to be blacklisted, and put up in the office, but it was resolved to postpone this for a fortnight, in order to give those who were willing the opportunity to pay up. One of the members then raised the subject of the correspondence by "Old Salt" in the last issue of SEAFARING, anent lower railway fares for seafarers. All the members present were most emphatic in endorsing the writer's contention, and considered that joint action should be taken to carry it into effect. The hat, as usual, then went round for the banner fund, and the amount subscribed was 6s.

#### NORTH SHIELDS BRANCH.

At the usual weekly meeting, held in the Rooms, 8, New Quay, Bro. Isaac Walters, V.P., in the chair, the minutes and weekly financial report for the week ending Aug. 29 were adopted, after some questions were asked and answered to the entire satisfaction of the members present. The secretary then reported progress in regard to our grand concert arrangements, which were very near complete. A high-class programme, and all that is necessary to make the concert a thorough success, had been arranged. Various questions were then discussed that are to be before the Trades Union Congress in Newcastle, and the meeting came to a close with the usual vote of thanks.

The usual meeting was held in the rooms on New Quay, Bro. Isaac Walters, vice-president, in the chair. The chief business was the forthcoming concert. The secretary reported progress, and informed the members that everything was very near completion, and he knew that every individual member would do his best to make the concert a thorough success. Mr. Walters, our delegate to the Trades Union Congress, gave in his report, which was listened to with patience by the members. He hoped they would turn up in good numbers at the demonstration on Saturday, Sept. 12. Mr. E. rington then addressed the meeting on a letter which appeared in the local papers, stating that the shipowners were going to reduce the seamen's and firemen's wages as soon as they can, if the seamen will allow them.

#### BERGEN OPENS A BRANCH.

Recently, A. Pateroster invited the seamen ashore in Bergen to come and decide the question whether they would establish a Branch of the N. A. S. & F. U. They turned up in fairly good numbers, among them being two English ladies curious to see how Norwegians conducted their meetings. After a speech by the organiser, Bro. Ruotting, of the North Shields Branch, a Norwegian by birth, spoke of the vast improvements in the conditions of British sailors the Union had effected in Britain. Was it not time that the men of Norway, who boasted of being the best sailors in the world, should come forward and eagerly seize this chance of increasing their miserable wages? While the shipowners of Norway received the same freight rates as English shipowners they only paid half the wages. He would like to know why certain Bergen steamers trading between the Black Sea and English northern ports, should pay their men about half the wages paid to English seamen? These steamers belonged to Bergen firms, who claimed to be patriotic in taking Norwegian crews. It was not their patriotism, however, but their stinginess. He hoped that next time those vessels wanted crews men would refuse to go under the wages obtaining in English ports. He did not think the Norwegians would be slow to enrol themselves under the banner of International Trades Unionism. Then, perhaps, that terrible stain on the Norwegian flag would be removed, that they lost annually at sea a greater number of vessels with all hands than all the other nations of Northern Europe put together. It was time that they had a bill in their Storting (Parliament) to prevent overloading, on the same lines as the Load-Line Bill in England. The English Union, generously and freely, had made the way easy for them to become Unionists, they should respond as heartily and freely to the invitation. Messrs. Steffenson, Munsen, Johannesen and Engineer Jefferesen also spoke and brought the first hearty meeting to a close. It was announced an office will shortly be ready, business meanwhile being transacted at the Socialistisk Arbeider Forening near the Fish Market.

MESSRS. DONALD & TAYLOR, of Glasgow, announce that they have taken over the management of the vessel *State of Alabama* for her new owners, and that she will be put on the Glasgow and Mediterranean trade.

CHARGE AGAINST FIREMEN.—At the Liverpool Police Court on September 8, Patrick Whelan William Smith, and Thomas Moore appeared in answer to a charge that they, having been engaged to proceed to sea as firemen on board the steamer *Brigella*, did not fulfil their contract. The defence was that the vessel was in bad condition, in proof of which she had since gone into a graving dock for the purpose of being repaired. The magistrate said he did not think a case of wilful desertion had been made out, and dismissed the summons. A similar result followed a charge of disobedience of orders.

## OVERLOADING AT PENARTH.

Mr. J. H. Wilson, general secretary of the Seamen's and Firemen's Union, has received the following letter:—

Board of Trade (Marine Department),  
London, S.W., 1st Sept., 1891.

SIR,—With reference to your letter of 12th ult., respecting the alleged overloading of ships at Penarth, I am directed by the Board of Trade to inform you that during the last two months the load-line disc of every ship sailing from Penarth has been seen by their officers when the light has been sufficient, but that no case of improper submersion has been observed. I am to add that, if you will furnish particulars of any instance in which the load-line disc of a vessel has been submerged at the time of sailing, the Board will cause inquiry to be made into the matter.—I am, Sir, your obedient servant,

GEORGE J. SWANSTON.

The General Secretary N.A.S. & F.U.,  
London.

## DR. AVELING AND THE JOURNALIST.

At the North London Police-court, on Thursday, Mr. C. V. Young applied to Mr. Bros for a summons against Dr. Edward Aveling, the well-known lecturer and writer. His (Mr. Young's) client was Mr. Ferdinand Gilles, of the International Federation of all Trades and Industry, an author and journalist, residing at Tollington-park. Both Mr. Gilles and Dr. Aveling were delegates to the Labour Congress at Brussels, and were bitter political adversaries. During the sittings of the Congress certain communications were made to delegates with reference to Dr. Aveling's position in the labour movement, and articles appeared in the German newspapers to the same effect. Dr. Aveling erroneously attributed these words and writings to Mr. Gilles, and on Tuesday morning last Dr. Aveling made his appearance at the residence of Mr. Gilles. He was accompanied by Madame Louise Kantsky, the separated wife of Karl Kantsky, a Socialist writer and speaker. The visitors knocked at the door, and were answered by a niece of Mrs. Gilles. Dr. Aveling and the lady forced their way into the hall, and Madame Kantsky closed the door. Had Dr. Aveling been alone he would have been at once ejected, but out of respect for the lady Mr. Gilles invited them into his parlour and requested them to be seated. Dr. Aveling took no heed of this; but producing a German paper, and pointing to an article, asked Mr. Gilles if he was the writer. Mr. Gilles replied that he was not, and that he had nothing to do with it. Dr. Aveling exclaimed, "Ah, that is what I wanted to hear," and whilst Mr. Gilles took a second look at the paper, Dr. Aveling struck him several blows in the face. Mr. Gilles rose to defend himself, and, though he did strike one blow, he refrained from further violence out of consideration for the lesser physique of Dr. Aveling. This incident in the parlour attracted the whole household, and Mrs. Gilles (knowing the bitter feeling between the parties) gave an alarm outside and called the police. In the confusion Dr. Aveling made his escape, followed by Madame Kantsky; but the neighbours heard Dr. Aveling say, in a dramatic and self-satisfied tone, "Now it is done," and the lady smiled.—Mr. Bros: Was your client hurt by the blows?—Mr. Young: Not to any serious extent. But he desired to shew Dr. Aveling that such things cannot be done with impunity.—Mr. Bros: You may take the summons for assault.

**FREAK OF DRUNKEN SEAMEN.**—At Deal on Saturday the captain of the *G. L. Waters*, a three-masted schooner, complained that his men had mutinied and left him. An inquiry showed that the affair was the result of a drunken freak. Some sailors returning to the vessel from shore had a dispute, and threw their oars overboard. The boat drifted to the North Foreland, whence the men returned on Sunday to their vessel in the Downs.

The Tweed Commissioners' report shows that during the year ending June 30 last there were 105 nets and 45 fish seized by the bailiffs. Proceedings were taken up against 194 persons during the twelve months, and of these 143 were convicted, 24 having absconded, 12 being acquitted, and the cases against the other 15 being withdrawn.

## DEATH OF A LONDON MAGISTRATE.

A telegram was received on Thursday, before business commenced, at Marylebone Police-court that Mr. Partridge, recently one of the magistrates of the court, had died about 10 o'clock. Mr. Partridge only resigned his appointment last week. Mr. Lushington said that no doubt the news would be received with regret by the solicitors and others who were in the habit of practising before the late magistrate. Mr. Partridge was well known at the different police-courts of the metropolis, and had been a magistrate for 23 years. Mr. Freke Palmer said that although the deceased magistrate had not been long at that court, during the time he had been there he had endeared himself to all those who were brought in contact with him. On behalf of the solicitors who practised there he begged to express the regret that was felt at Mr. Partridge's death.

## DEATH OF THE EARL OF NORTHESK.

The Earl of Northesk died early on Thursday morning at his seat, Longwood, near Winchester. The cause of death was rupture of a blood-vessel. George John Carnegie, ninth earl, was a representative peer for Scotland, and was born December 1st, 1843, succeeding to the title in 1873; he was formerly Lieutenant-Colonel of Scots Guards, and Deputy-Lieutenant and Commissioner of Supply for Forfarshire. The deceased nobleman, who had resided at Longwood for a considerable period, was highly esteemed by all classes. He encouraged all local sports and greatly fostered Hampshire cricket. Lord Northesk married in 1865 Elizabeth, daughter of Admiral Sir George Elliot, and is succeeded by his son David John, Lord Rosehill, who was born in 1865, is a captain in the 3rd Battalion Gloucestershire Regiment, and aide-de-camp to Lord Hopetoun, Governor of Victoria.

## THE CASE OF MRS. BURKE.

The Government of the Swiss Canton of Vaud has laid before the Federal Council its report upon the case of Mrs. Burke, who recently complained of being ill-treated by the police at Montreux. The report affirms that the conduct of the lady in the hotel at Montreux fully warranted the hotel proprietor in summoning her to leave the room to which she had obtained access. The Cantonal authorities state that Mrs. Burke refused to quit the room when desired to do so, and gave the wife of the landlord a box on the ear, which made her cheek swell, and caused inflammation of the aural passages. Afterwards, says the report, she struck the hotel proprietor himself, and the policeman whom he had called in. The lady was not maltreated, and the bruises on her arm and legs were caused by her frenzied clinging to the bars of the window in the prison cell. It is expected that the matter will be settled shortly.

## HEAVY CORN TRADE FAILURE.

The summary of accounts, &c., was issued on Thursday under the failure of Messrs. "Alexander and Son," corn brokers and merchants, of 40, Threadneedle-street, who recently petitioned the court. The present firm, consisting of Josias Alexander the elder and younger, Albert Alexander, and William George Rand, was constituted in 1884, Albert Alexander being admitted to the partnership in January, 1890. They return the gross liabilities at £1,870,998, of which £71,735 is unsecured; and assets, £27,379. The contingent liabilities are £1,845,172, of which £63,835 is included in the liabilities ranking for dividend. The failure is attributed entirely to losses and liabilities incurred since May last in speculative dealings in cargoes of grain. Mr. Wreford, the Official Receiver, reports that in June, 1890, the firm had a capital of £2,563, and that the contingent liabilities expected to rank—£63,835—represent the differences on dealings in cargoes of maize and barley from March to June, 1891, which the firm entered into in anticipation of placing the goods with customers, but, in consequence of the sudden fall in market prices in May and June last, they had been compelled to realise at a heavy loss; that £3,996 cash has been paid to the Official Receiver, and that upwards of £9,500 has been received as surplus from contracts realised by Mr. Arthur Cooper, the special manager, in settlement of sold contracts for forward delivery. The debtors will submit a proposal at the next meeting, to be held on the 16th of September.

The death is announced from Windsor of Captain Hayward, who served nearly 50 years in the Royal Horse Guards. He died at his residence at Windsor on Wednesday night. The deceased officer retired from active service about 19 years ago.

## SOME FUN.

### THE LIMIT REACHED.

Willie: "Mamma, don't they keep cream at a creamery?"  
Mamma: "Yes, Willie."  
"And they sell hens at a hennerly, don't they?"  
"Yes. Run out and play, dearie."  
"And they make cans at a cannery, don't they?"  
"Yes. Don't bother mamma any more just now, Willie. I am busy."  
"You can buy pots at a pottery, can't you?"  
"Willie, if you don't hush I shall have to punish you."  
[Silence for about 18 seconds.]  
"Mamma, if I wanted to buy a dog would I have to go to a doggerly?"  
"William, I shall certainly—"  
"If I should go to a tannery to get some tan would they throw in the freckles, mamma?"  
Whack! Whack! Whack!—*Detroit Free Press.*

### THE ONLY DIFFERENCE.

First dude: "Ole fellah, what do you think of Miss Commonsense?"  
Second dude: "Well, my deah boy, me opinion of her is not vewy fwattwing."  
First dude: "Thah's bad; wat's the weason you don't wike her?"  
Second dude: "Too deuced sahcastic, don't ye know. W'y, the other day we were out widing, she and I, and we passed by one of these donkeys, a miswable animal, you unnerstan, and I asked her the difference between that beast and myself. I thought she would say she didn't know, and I would tell her that the donkey dwew loads and I dwew pictures. Ye know I am a sowt of an ahntist, and that would be a twine joke, bah Jove."  
First dude: "And what did she say?"  
Second dude: "She said the onwi difwnes she could see was in the length of the ears."

### TRUTH STRANGER THAN FICTION.

Mr. Angler: "It sometimes occurs that, in troutfishing particularly, all the known arts of the piscator will fail to lure the wary game, and in one instance I remember having to try a very un-sportsmanlike recourse."  
Mr. Listener: "Yes? What was that?"  
Mr. Angler: "I was fishing one day in the Sprain brook and discovered, in a deep pool, an old trout that must have weighed seven pounds. I tempted him first with the artificial bait at my command, from gray hackle to flamingo flies, shook a button off my flannel shirt into his eye, offered him a strawberry on hook and a forelock of my red hair—fired all the known brands of worms in front of his suggestive mouth, and wasted all my lunch on him in the way of decoy, and when I was just about to give up in despair a thought struck me. Acting upon it I went to a neighbouring farmhouse, borrowed a two-quart syringe used for the demolition of insect pests, walked back and drew all the water out of the pool, and, walking into the exhausted reservoir, picked up my seven-pound speckled bauble.—*Boston Courier.*"

### ALL A SHALLOW MOCKERY.

A man was standing in the entrance of a magnificent building, when a trampish-looking fellow came along, and halting, said:  
"They are putting up some very fine buildings in this town."  
"Yes."  
"Architecture is to be the art of the future."  
"I shouldn't wonder," said the man.  
"Civilisation has reached its most fruitful age," continued the tramp.  
"I shouldn't wonder."  
"Are you an architect?" the tramp added.  
"No."  
"I thought you were. I am, but have met with reverses. A cyclone blew down a magnificent structure that I had under way and I am now ruined, without assets enough to patch the trousers of my liabilities. You appear to be a man that would assist a brother in distress, so would you mind getting me about eight ounces of sweet oil?"  
"Why, no, if that is all you want."  
"It is not quite all; and would you mind adding five ounces of turpentine?"  
"No, I wouldn't mind."  
"And would you object to adding three ounces of white lead?"  
"I will get that, too," said the man, as he kindly looked upon the unfortunate architect.  
"I thank you deeply. Now let me see, eight, five, three—16 ounces in all. Now, would you mind calling the whole thing a pint of whiskey and letting it go at that?"  
The man gave him a contemptuous look, and without replying, walked away.  
"That's the way it goes," said the architect.  
"Men pretend to be sincere, but test them and you will find a shallow mockery. The hypocrite has his hand on the throat of society."

**A CRUSHED WOMAN AND A HIGH HAT.**  
"Madam," he said, "will you be good enough to do me a favour?"

She sat stiff and immovable. Perhaps she had not heard.

"My dear madam," he repeated, in a louder tone, "may I ask you to do me a favour?"

Still there was no reply. The hero was at that moment on his knees before the proud Lady Claire, but the man didn't know it.

"Madam," he said again. "Madam!"

No response. Then he tapped her on the shoulder gently, calmly. She never moved.

"Madam," he exclaimed in despair, are you aware that your hat prevents me from seeing anything on the stage? It is a beautiful hat, I admit. It must have cost as much as 200l. But it obstructs my view. Don't you know that?"

This was uttered in so plaintive a voice that the Sphinx would have melted at it. But the woman was dumb and unruffled.

"Those ostrich tips," he pursued, speaking in her very ear, "are magnificent. I can't blame you for desiring to exhibit them. But I would rather look at them later on. Just now I yearn for a glimpse at the scene on the stage. I can hear the passionate words of the ardent lover, but for the life of me I can't tell whether he is handsome or not. I catch the sound of the throbbing heart of Lady Claire, but I don't even know whether or not her cheeks are rouged. For heaven's sake, madam, have pity on me! Everybody in the neighbourhood heard this touching appeal and was interested in the result."

"Madam," he said again, in a tone of one who has taken an irrevocable resolution. I now for the last time politely, but firmly, request you to remove your hat. I have paid 100l. 50c. for this seat and I am guaranteed by the management of this theatre a view of the performance. There was nothing in the contract, expressed or implied, about the spectacle of a six-by-nine hat with ostrich feather trimmings. Once more—I shall not say it again—will you take off that infernal hat?"

She gave no sign that she had heard.

"Then, madam," he said, "you must take the consequences."

So saying he reached under the seat, brought forth a tall silk tile and put it on.

Immediately someone behind him roared in a voice of thunder.

"Take off that hat!"

This cry was heard throughout the great auditorium.

People jumped on their seats, turned to see whence the noise came, and then as one man and one woman the entire audience screamed—

"Take off that hat!"

The woman, she who was the remote cause of all this uproar, turned pale. To her guilty conscience it seemed that she was the victim of a conspiracy, the unhappy but rightful victim. Her throat contracted, great beads of perspiration stood upon her forehead, there was a trembling in her knees. She felt that a crisis was at hand. Still the audience were howling like wild beasts, and the performance on the stage was quite suspended. Her heart sank. She yielded. She was crushed.

Did she take off the hat?

Not by a jugful. She left the theatre.—*New York Mercury.*

"See the effect of drink," cried the orator. "An empty home, an empty pocket." And worst of all, added the inebriate in the back row, "an empty bottle."

"Awhaw's laid up with a terrible cold," said Gus to one of his friends. "How did he catch it?" "He changed too suddenly from a scarf to a sailor's knot, don't you know?"

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